

Parking Text Amendment Summary (5-TA-2020)

Below is a summary of the proposed ordinance changes that are included in the 3/5/2021 5-TA-2020 Parking Text Amendment Legislative Draft. The page numbers shown in bold will direct you to the page of the draft document that includes the proposed ordinance modifications.

Please see the Parking Text Amendment Legislative Draft for the text in its entirety.

Article IX. – Parking and Loading Requirements.

Hotel parking (Travel Accommodations): (pg. 13-14, 25)

- Lowered the base (per room) requirement, closer in-line with industry trends. New base rate of 1.0 per room, plus restaurant and conference, and other associated commercial space.
- Clarified the requirements for restaurant and conference, and other associated commercial space.
- Added performance requirement for Parking Master Plans requesting a reduction for Travel Accommodation uses:
 - a) Parking Master Plan now required to specifically address employee parking, including employees associated with conference and meeting facilities, or similar facilities, and/or additional commercial uses. Required employee parking must be provided on-site.

Multifamily residential (outside downtown area): (pg. 7)

- No change to base requirement. Added guest parking requirement of 1 space per each 8 units (new – currently no requirement for guest parking).

Multifamily residential (downtown area): (pg. 15)

- Modified the requirements in the Downtown area:
 - a) 1.25 parking space per studio unit (current rate 1.0)
 - b) 1.3 spaces per one-bedroom unit (current rate 1.0)
 - c) 1.7 spaces per two-bedroom units or larger (current rate 2.0)
 - d) 1.9 for 3 or more bedroom (current rate 2.0)
 - e) Added guest parking requirement of 1 space per each 8 units (new – currently no requirement for guest parking)

Office: (pg. 10, 16)

- No change for general office - 1 space per 300 square feet of gross floor area (current rate)
- Added new category for Call Center type offices (Telemarketing bureaus and other contact centers):
 - a) New requirement: 1 space per 200 square feet of gross floor area (5 per 1000 SF)

Downtown Overlay Waiver: (pg. 26-28)

- Reduced the parking waiver allowed for commercial floor area in Downtown Overlay to 500 SF (currently a waiver for 2000 SF is allowed.)
- Reduced the parking waiver allowed for dwelling units in the Downtown Overlay to 1 unit (currently a waiver for 4 units in allowed.)
- Removed language referring to cumulative application of the parking waiver from multiple lots that were combined.

In-Lieu Parking: (pg. 40)

- Eliminated the allowance for new permanent in-lieu parking credits.
- With proposed changes, the only option will be leased spaces. When a business stops paying for the leases spaces the credit will go away.

Article VII. General Provisions. Section 7.1200.

Special Public Improvements: (related to bonus development standards) (pg. 43)

- Modified the bonus allowed for providing public parking underground/above ground in Planned Block Developments to provide more credit for above ground and incentivize underground structures. Added design requirements for above ground structures. This is currently allowed and is applicable only to developments that are building public parking as a public benefit with their development.

Parking Text Amendment Legislative Draft

This document identifies the proposed changes to the Zoning Ordinance that are included in case 5-TA-2020. The draft includes Article IX. in its entirety, along with a portion of Article VII. Text that is proposed for deletion is shown with a ~~strike through~~. Added/new text is shown with **gray highlight**.

The Zoning Ordinance Sections in their current form may be accessed through the links below:

Article VII. Section 7.1200.

https://library.municode.com/az/scottsdale/codes/code_of_ordinances?nodeId=VOLII_APXBBAZOR_ARTVIIIGEPR_S7.1200SPPUIMEQBODEST

Article IX.

https://library.municode.com/az/scottsdale/codes/code_of_ordinances?nodeId=VOLII_APXBBAZOR_ARTIXPALORE_S9.101PUSC

Begin legislative draft:

ARTICLE IX. - PARKING AND LOADING REQUIREMENTS

Sec. 9.100. - Parking.

Sec. 9.101. - Purpose and scope.

The purpose of preparing and adopting the parking regulations within this Zoning Ordinance is to implement the goals of the City of Scottsdale as they are set forth by the city's General Plan and further refined here. These regulations are to provide adequate parking within the community without sacrificing urban design which enhances the aesthetic environment, encourage the use of various modes of transportation other than the private vehicle and provides a generally pleasant environment within the community. Several purposes are identified herein to achieve the above stated purpose.

The purposes of the parking ordinances of the City of Scottsdale are to:

1. Provide parking facilities which serve the goal of a comprehensive circulation system throughout the community;
2. Provide parking, city-wide that will improve pedestrian circulation, reduce traffic congestion, and improve the character and functionality of all developments;
3. Promote the free flow of traffic in the streets;
4. Encourage the use of bicycles and other alternative transportation modes;
5. Design and situate parking facilities so as to ensure their usefulness;
6. Provide an adequate number of on-site bicycle parking facilities, each with a level of security, convenience, safety, access, and durability;

7. Provide for adequate parking at transfer centers and selected transit stops in order to encourage the use of mass transit;
8. Ensure the appropriate development of parking areas throughout the city; and
9. Mitigate potential adverse impacts upon land uses adjacent to parking facilities.

Sec. 9.102. - Applications of and exemptions from parking.

- A. *Additions and change of occupancy.* The standards for providing on-site parking shall apply at the time of the erection of any main building or when on-site parking is established. These standards shall also be complied with when an existing building is altered or enlarged by the addition of dwelling units or guest rooms or where the use is intensified by a change of occupancy or by the addition of floor area, seating capacity, or seats.
- B. *Required parking must be maintained.* Required on-site parking spaces shall be maintained so long as the main building or use remains.
- C. *Nonconforming parking.* Where vehicle parking space is provided and maintained in connection with a main building or use at the time this ordinance became effective and is insufficient to meet the requirements for the use with which it is associated, or where no such parking has been provided, then said building or structure may be enlarged or extended only if vehicle parking spaces are provided for said enlargement, extension or addition, to the standards set forth in the district regulations. No existing parking may be counted as meeting this requirement unless it exceeds the requirements for the original building and then only that excess portion may be counted.

Any commercial property which provides sufficient parking spaces to supply at least fifty (50) percent of the requirement for the property and which is destroyed by fire, hurricane, flood, or other act of God, may be restored to its original use and building outline, provided the floor area is not increased, without conforming to the parking requirements of this ordinance.
- D. *Building permits.* No building permit shall be issued until parking requirements have been satisfied. Off-street parking required by this Zoning Ordinance shall not be located within the right-of-way of a street or alley.
- E. *Counting flexible units.* Whenever a residential building is designed so that it can be used for separate apartments or guest rooms under the City of Scottsdale Building Code, the vehicle parking requirements shall be based upon the highest possible number of dwelling units or guest rooms obtainable from any such arrangement.
- F. *Application to multiple tenant developments.* Where there is a combination of uses, the minimum required number of on-site parking spaces shall be the sum of the requirements of the individual uses, unless otherwise considered a mixed use development, mixed use commercial center, or as provided per Section 9.104.E. and F. If, in the opinion of the Zoning Administrator, the uses would not be operated simultaneously, the number of vehicle parking spaces shall be determined by the use with the highest parking demand.
- G. *Free parking in the Downtown Area.* Required parking for developments within the Downtown Area shall be provided at no cost to the patrons, employees, residents, or their guests of the development.

If the required parking of a development, which the required parking is on the same site as the development, is only available through the use of a valet services, the valet service shall be provided at no cost to the user.

H. *Prohibited uses of parking areas.*

1. Parking of more than 5 vehicles on any unimproved lot is prohibited, except when used for special events parking. An improved lot shall mean 1 that fulfills the requirements of [Section 9.103](#).
2. Parking or display of vehicles other than in designated and improved areas shall be prohibited.
3. Required parking spaces shall not be used for product display or advertising.

Sec. 9.103. - Parking requirements.

- A. *General requirement.* Except as provided in Sections 9.103.B, 9.104, 9.107, and 9.108, and subsections therein, each use of land shall provide the number of parking spaces indicated for that use in Table 9.103.A. and Section 9.105.
- B. *Requirement in the Downtown Area.* Except as provided in Sections 9.104, 9.107, and 9.108, and subsections therein each use of land in the Downtown Area shall provide the number of parking spaces indicated for that use in Table 9.103.b. and Section 9.105. Those uses that are not specifically listed in Table 9.103.B. shall provide the number of parking spaces indicated for that use in Table 9.103.A.
- C. *Required bicycle parking.* Every principal and accessory use of land which is required to provide at least forty (40) vehicular parking spaces shall be required to provide bicycle parking spaces at a rate of one (1) bicycle parking space per every ten (10) required vehicular parking spaces; and after July 9, 2010, new development shall provide, at a minimum, two (2) bicycle parking spaces. No use shall be required to provide more than one hundred (100) bicycle parking spaces.
1. Subject to the approval of the Zoning Administrator, in the Downtown Area, bicycle parking spaces may be provided within a common location that is obvious and convenient for the bicyclist, does not encroach into adjacent pedestrian pathways or landscape areas, and the location shall be open to view for natural surveillance by pedestrians. Such common bicycle parking areas shall be subject to the approval of the Zoning Administrator.
- D. *Bicycle parking facilities design.* Required bicycle parking facilities shall, at a minimum, provide a stationary object to which the bicyclist can lock the bicycle frame and both wheels with a user provided U-shaped lock or cable and lock. The stationary object shall generally conform to the Design Standards & Policies Manual. The Zoning Administrator may approve alternative designs. Bicycle lockers and other high security bicycle parking facilities, if provided, may be granted parking credits pursuant to Section 9.104.C., Credit for bicycle parking facilities.
- E. *Calculating required parking for transportation facilities.* Required parking for park and ride lots and major transfer centers shall be determined by the Zoning Administrator. Subject to the Design Standards & Policies Manual and the following criteria:

1. Goals of the City with regard to transit ridership along the route on which the transportation facility is located.
2. Distance from other transportation facilities with parking.

F. *Fractions shall be rounded.*

1. When any calculation for the required parking results in a fraction of a parking space, the fraction shall be rounded up to the next greater whole number.
2. When any calculation for the provided parking results in a fraction of a parking space, the fraction shall be rounded down to the next greater whole number.
3. When any calculation of a Parking P-3 District credit, improvement district credit, or in-lieu parking credit results in a fraction of a credit, the fraction shall not be rounded.

G. *Interpreting requirements for analogous uses.* The Zoning Administrator shall determine the number of spaces required for analogous uses. In making this determination, the Zoning Administrator shall consider the following:

1. The number of parking spaces required for a use listed in Table 9.103.A., or Table 9.103.B., that is similar to the proposed use;
2. An appropriate variable by which to calculate parking for the proposed use; for example, building square footage or number of employees;
3. Parking data from the same use on a different site or from a similar use on a similar site;
4. Parking data from professional publications such as those published by the Institute of Transportation Engineers (ITE) or the Urban Land Institute (ULI);

H. *Additional requirements for company vehicles.* When parking spaces are used for the storage of vehicles or equipment used for delivery, service and repair, or other such use, such parking spaces shall be provided in addition to those otherwise required by this Zoning Ordinance. Before a building permit is issued the number of spaces to be used for vehicle storage shall be shown on the plans. Unless additional spaces are provided in excess of the required number of spaces, no vehicles in addition to that number shall be stored on the site.

Table 9.103.A. Schedule of Parking Requirements	
Amusement parks	Three (3) spaces per hole for any miniature golf course, plus one (1) space per three thousand (3,000) square feet of outdoor active recreation space, plus any additional spaces

	required for ancillary uses such as but not limited to game centers and pool halls.
Arts festivals, seasonal	A. One (1) space for each two hundred (200) square feet of indoor public floor area, other than public restaurant space. B. Restaurant at seasonal arts festivals shall be provided parking in accordance with table 9.103.a.
Banks/financial institutions	One (1) space per two hundred fifty (250) square feet gross floor area.
Bars, cocktail lounges, taverns, afterhours or micro-brewery/distillery with live entertainment	A. One (1) space per sixty (60) square feet of gross floor area; and B. One (1) space per two hundred (200) gross square feet of outdoor patio area, excluding the first two hundred (200) gross square feet.
Bars, cocktail lounges, taverns, afterhours or micro-brewery/distillery	A. One (1) space per eighty (80) square feet of gross floor area; and B. One (1) space per two hundred (200) gross square feet of outdoor patio area, excluding the first two hundred (200) gross square feet.
Boardinghouses, lodging houses, and other such uses	One (1) parking space for each one (1) guest room or dwelling unit.
Bowling alleys	Four (4) parking spaces for each lane, plus two (2) parking spaces for any pool table, plus one (1) parking space for every five (5) audience seats.
Carwash	Four (4) spaces per bay or stall plus one (1) space per employee plus ten (10) stacking spaces.
Churches and places of worship	A. With fixed seating. One (1) space per four (4) seats in main sanctuary, or auditorium, and c

	<p>below; or</p> <p>B. Without fixed seating. One (1) space for each thirty (30) square feet of gross floor area in main sanctuary and c below.</p> <p>C. One (1) space per each three hundred (300) square feet gross floor area of classrooms and other meeting areas.</p>
Club/lodge, civic and social organizations	One (1) space per two hundred fifty (250) square feet gross floor area.
College/university	One (1) space per two (2) employees plus one (1) space per four (4) students, based on projected maximum enrollment.
Community or recreation buildings	One (1) parking space for each two hundred (200) square feet of gross floor area.
Conference and meeting facilities, or similar facilities	<p>A. One (1) parking space for every five (5) seats, if seats are fixed, and/or</p> <p>B. One (1) parking space for fifty (50) square feet of gross floor area of conference/meeting area.</p>
Cultural institutions and museums	One (1) space per three hundred (300) square feet gross floor area.
Dance halls, skating rinks, and similar indoor recreational uses	One (1) parking space for each three hundred (300) square feet of gross floor area in the building.
Dance/music/and professional schools	One (1) space per two hundred (200) square feet of gross floor area classroom area.
Day care center	One (1) parking space for each employee; plus one (1) space for every fifteen (15) students, plus one (1) space for each company vehicle

	as per Section 9.103.H., additional requirements for company vehicles.
Dry cleaners	One (1) space per two hundred fifty (250) square feet gross floor area.
Dwellings, multiple-family	<p>Parking spaces per dwelling unit at the rate of:</p> <p>efficiency units 1.25 one-bedroom 1.3 two-bedrooms 1.7 three (3) or more bedrooms 1.9</p> <p>Guest Parking: 1 space per every 8 units</p>
Dwellings, single- and two-family and townhouses	Two (2) spaces per unit.
Elementary schools	One (1) parking space for each classroom plus one (1) parking space for each two hundred (200) square feet of gross floor area in office areas.
Funeral homes and funeral services	<p>A. One (1) parking space for every two (2) permanent seats provided in the main auditorium; and</p> <p>B. One (1) parking space for every thirty (30) square feet of gross floor area public assembly area.</p>
Furniture, home improvement, and appliance stores	<p>A. Uses up to fifteen thousand (15,000) square feet of gross floor area. One (1) space per five hundred (500) square feet gross floor area; or</p> <p>B. Uses over fifteen thousand (15,000) square feet of gross floor area. One (1) space per five hundred (500) square feet for the first fifteen thousand (15,000) square feet of gross floor area, and one (1) space per eight hundred (800) square feet area over the first fifteen</p>

	thousand (15,000) square feet of gross floor area
Galleries	One (1) space per five hundred (500) square feet of gross floor area.
Game centers	One (1) space per one hundred (100) square feet gross floor area.
Gas station	Three (3) spaces per service bay and one (1) space per 250 square feet of accessory retail sales gross floor area. Each service bay counts for one (1) of the required parking spaces.
Golf course	One (1) parking space for each two hundred (200) square feet of gross floor area in any main building plus one (1) space for every two (2) practice tees in the driving range, plus four (4) parking spaces for each green in the playing area.
Grocery or supermarket	One (1) space per three hundred (300) square feet gross floor area.
Health or fitness studio, and indoor recreational uses	<p>A. Building area less than, or equal to, 3,000 square feet of gross floor area: one space per 250 square feet of gross floor area.</p> <p>B. Building area greater than 3,000 square feet of gross floor area, and less than 10,000 square feet of gross floor area: one space per 150 square feet of gross floor area.</p> <p>C. Building areas equal to, or greater than, 10,000 square feet of gross floor area, and less than 20,000 square feet of gross floor area: one space per 200 square feet of gross floor area.</p> <p>D. Building areas equal to, or greater than, 20,000 square feet of gross floor area: one space per 250 square feet of gross floor area.</p>

High schools	One (1) parking space for each employee plus one (1) space for every six (6) students, based on projected maximum enrollment.
Hospitals	One and one half (1.5) parking spaces for each one (1) bed.
Internalized community storage	One (1) parking space for each two thousand five hundred (2,500) square feet of gross floor area.
Library	One (1) space per three hundred (300) square feet gross floor area.
Live entertainment (not including bars, restaurants, and performing arts theaters)	A. With fixed seating. One (1) parking space for two and one-half (2.5) seats. B. Without fixed seating. One (1) parking space for every sixty (60) square feet of gross floor area of an establishment that does not contain fixed seating.
Manufactured home park	One and one-half parking spaces per manufactured home space.
Manufacturing and industrial uses	One (1) parking space for each five hundred (500) square feet of gross floor area.
Mixed-use commercial centers In mixed-use commercial centers with less than 20,000 square feet of gross floor area, land uses (with parking requirements of one space per 250 square feet or fewer spaces) shall occupy at least 60 percent of gross floor area.	One (1) space per three hundred (300) square feet of gross floor area.
Mixed-use developments	A. One (1) space per three hundred twenty-five (325) square feet of gross floor area of nonresidential area;

	B. Multiple-family residential uses shall be parked at the ratios of the dwellings, multiple-family in other districts requirements, herein.
Office, all other	One (1) space per three hundred (300) square feet gross floor area.
Offices (telemarketing bureaus and other contact centers)	One (1) space per two hundred (200) square feet gross floor area.
Offices (government, medical/dental and clinics)	One (1) space per two hundred fifty (250) square feet of gross floor area.
Parks	Three (3) parking spaces for each acre of park area.
Personal care services	One (1) space per two hundred fifty (250) square feet gross floor area.
Plant nurseries, building materials yards, equipment rental or sales yards and similar uses	One (1) parking space for each three hundred (300) square feet gross site area of sales and display area.
Pool hall	Two (2) spaces per pool table.
Postal station(s)	One (1) parking space for each two hundred (200) square feet of gross floor area.
Radio/TV/studio	One (1) space per five hundred (500) square feet gross floor area, plus one (1) space per company vehicle, as per Section 9.103.H., additional requirements for company vehicles.
Ranches	One (1) space per every two (2) horse stalls.

Residential health care facilities	<p>A. Specialized care facilities—0.7 parking space for each bed.</p> <p>B. Minimal care facilities—1.25 parking spaces for each dwelling unit.</p>
Restaurants with live entertainment	<p>A. When live entertainment limited to the hours that a full menu is available, and the area of live entertainment is less than fifteen (15) percent of the gross floor area, one (1) parking space per one hundred twenty (120) square feet of gross floor area; and</p> <p>B. One (1) parking space for each three hundred fifty (350) gross square feet of outdoor public floor area, excluding the first three hundred fifty (350) gross square feet of outdoor patio area, unless the space is located next to and oriented toward a publicly owned walkway or street, in which case the first five hundred (500) gross square feet of outdoor patio area is excluded.</p> <p>C. When live entertainment is not limited to the hours that a full menu is available, and/or the area of live entertainment is less than fifteen (15) percent of the gross floor area, one (1) parking space per sixty (60) square feet of gross floor area, plus patio requirements above.</p>
Restaurants	<p>A. One (1) parking space per one hundred twenty (120) square feet of gross floor area; and</p> <p>B. One (1) parking space for each three hundred fifty (350) gross square feet of outdoor patio area, excluding the first three hundred fifty (350) gross square feet of outdoor patio area, unless the space is located next to and oriented toward a publicly owned walkway or street, in which case the first five hundred (500) square gross feet of outdoor patio area is excluded.</p>

Retail	One (1) space per two hundred fifty (250) square feet of gross floor area.
Retail, in a PCoC zoning district without arterial street frontage	One (1) space per three hundred (300) square feet gross floor area.
Stables, commercial	Adequate parking for daily activities shall be provided as determined by the Zoning Administrator.
Swimming pool or natatorium	One (1) space per one thousand (1,000) square feet gross floor area.
Tennis clubs	One (1) parking space per each two hundred (200) square feet of gross floor area, excluding court area, plus three (3) parking spaces per each court. The property owner shall provide additional parking spaces as necessary for tournaments, shows or special events.
Theaters, cinemas, auditoriums, gymnasiums and similar places of public assembly in PNC, PCC, PCP, PRC, or PUD zoning districts	One (1) space per ten (10) seats.
Theaters, cinemas, auditoriums, gymnasiums and similar places of public assembly in other districts	One (1) parking space per four (4) seats.
Trailhead - gateway	Five hundred (500) to six hundred (600) spaces, including those for tour buses and horse trailers.
Trailhead - local	None required.
Trailhead - major community	Two hundred (200) to three hundred (300) spaces, including those for horse trailers.

Trailhead - minor community	Fifty (50) to one hundred (100) spaces.
Transportation facilities	Required parking shall be determined by the Zoning Administrator per Section 9.103.E., Calculating required parking for transportation facilities.
Transportation uses	Parking spaces required shall be determined by the Zoning Administrator.
Travel accommodations	One (1.25-1.0) parking spaces for each one (1) guest room or dwelling unit.
Travel accommodations with conference and meeting facilities, or similar facilities, and/or additional commercial uses within the same development project	<p>The travel accommodation requirements above.</p> <p>A. Travel accommodations with auxiliary commercial uses (free standing buildings) requirements above.</p> <p>Plus:</p> <p>B. A. One (1) parking space for every five (5) seats, if seats are fixed, and/or</p> <p>C. B. One (1) parking space for fifty (50) square feet of gross floor area of conference/meeting area-, and/or</p> <p>C. Bar, cocktail lounge, tavern, after hours, restaurants, and live entertainment uses shall provide parking in accordance uses parking requirements herein this table.</p> <p>D. All other free standing commercial uses. One (1) parking space for every four hundred (400) square feet of gross floor area.</p>
Travel accommodations, with auxiliary commercial uses (free standing buildings)	<p>A. The travel accommodation requirements above.</p> <p>B. Bar, cocktail lounge, tavern, after hours, restaurants, and live entertainment uses shall provide parking in accordance uses parking requirements herein this table.</p>

	C. All other free-standing commercial uses. One (1) parking space for every four hundred (400) square feet of gross floor area.
Vehicle leasing, rental, or sales (parking plans submitted for vehicle sales shall illustrate the parking spaces allocated for each of A, B, and C.)	A. One employee parking space per 200 square feet of gross floor area, B. One employee parking space per 20 outdoor vehicular display spaces, and C. One patron parking space per 20 outdoor vehicular display spaces.
Veterinary services	One (1) space per three hundred (300) square feet gross floor area.
Warehouses, mini	One (1) space per three hundred (300) square feet of gross floor area of administrative office space, plus one (1) space per each fifty (50) storage spaces.
Warehousing, wholesaling establishments, or separate storage buildings.	One (1) parking space for each eight hundred (800) square feet of gross floor area.
Western theme park	Total of all spaces required for the various uses of the theme park, may apply for a reduction in required parking per Section 9.104 , Programs and incentives to reduce parking requirements.

Table 9.103.B. Schedule of Parking Requirements in the Downtown Area

Bars, cocktail lounges, taverns, afterhours or micro-brewery/distillery with live entertainment	A. One (1) space per eighty (80) square feet of gross floor area; and B. One (1) space per two hundred (200) gross square feet of outdoor patio area, excluding the first two hundred (200) gross square feet.
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Table 9.103.B. Schedule of Parking Requirements in the Downtown Area	
Bars, cocktail lounges, taverns, afterhours or micro-brewery/distillery	<p>A. One (1) space per one-hundred twenty (120) square feet of gross floor area; and</p> <p>B. One (1) space per two hundred (200) gross square feet of outdoor patio area, excluding the first two hundred (200) gross square feet.</p>
Dwellings, multi-family	<p>A. One parking space per dwelling unit for units with one bedroom or less.</p> <p>B. Two parking spaces per dwelling unit, for units with more than one bedroom.</p> <p>Parking spaces per dwelling unit at the rate of:</p> <p>efficiency units 1.25</p> <p>one-bedroom 1.3</p> <p>two-bedrooms 1.7</p> <p>three (3) or more bedrooms 1.9</p> <p>Guest Parking:</p> <p>1 space per every 8 units</p>
Financial intuitions	<p>A. In a Type 1 area, one (1) space per five hundred (500) square feet of gross floor area; or</p> <p>B. In a Type 2 area, all other lot widths, one (1) space per three hundred (300) square feet of gross floor area.</p>
Fitness studio (no larger than 3,000 gross square feet)	<p>A. One (1) space per three hundred (300) square feet of gross floor area.</p> <p>B. A fitness studio larger than 3,000 gross square feet shall comply with Table 9.103.a.</p>
Galleries	One (1) space per three hundred (500) square feet of gross floor area.
Live entertainment (not including bars, restaurants, and performing arts theaters)	<p>A. With fixed seating. One (1) parking space for two and one-half (2.5) seats.</p> <p>B. Without fixed seating. One (1) parking space for every eighty (80) square feet of gross floor area of an establishment that does not contain fixed seating.</p>

Table 9.103.B. Schedule of Parking Requirements in the Downtown Area	
Medical and diagnostic laboratories	One (1) space per three hundred (300) square feet of gross floor area.
Mixed-use commercial centers In mixed-use commercial centers with less than 20,000 square feet of gross floor area, land uses (with parking requirements of one space per 300 square feet or fewer spaces) shall occupy at least 60 percent of gross floor area.	One (1) space per three hundred fifty (350) square feet of gross floor area.
Mixed-use developments	A. One space per 350 square feet of gross floor area of nonresidential area; plus B. Parking spaces required for multiple-family dwellings as shown in this table, except as provided in Section 9.104.H.3.d.
Office, including government and medical/dental offices and clinics	A. In a Type 1 area, one (1) space per five hundred (500) square feet of gross floor area; or B. In a Type 2 area, all other lot widths, one (1) space per three hundred (300) square feet of gross floor area.
Offices (telemarketing bureaus and other contact centers)	One (1) space per two hundred (200) square feet gross floor area.
Performing arts theaters	One (1) parking space per ten (10) seats.
Restaurants that serve breakfast and/or lunch only, or the primary business is desserts, bakeries, and/or coffee/tea or non-alcoholic beverage	A. One (1) parking space for each four hundred (400) square feet of gross floor area; and B. One (1) space for each three hundred fifty (350) gross square feet of outdoor public floor area. Excluding the first three hundred fifty (350) gross square feet of outdoor public floor area, unless the space is located next to and oriented toward a publicly owned walkway or street, in

Table 9.103.B. Schedule of Parking Requirements in the Downtown Area	
	which case the first five hundred (500) gross square feet of outdoor public floor area is excluded.
Restaurants, including restaurants with a micro-brewery/distillery as an accessory use.	<p>A. One (1) parking space per three hundred (300) square feet of gross floor area; and</p> <p>B. One (1) parking space for each three hundred fifty (350) gross square feet of outdoor patio area. Excluding the first three hundred fifty (350) gross square feet of outdoor patio area, unless the space is located next to and oriented toward a publicly owned walkway or street, in which case the first five hundred (500) gross square feet of outdoor public floor area is excluded.</p>
Restaurants, including restaurants with a micro-brewery/distillery as an accessory use, and with live entertainment	<p>A. When live entertainment limited to the hours that a full menu is available, and the area of live entertainment is less than fifteen (15) percent of the gross floor area, one (1) parking space per three hundred (300) square feet of gross floor area; and</p> <p>B. One (1) parking space for each three hundred fifty (350) gross square feet of outdoor public floor area. Excluding the first three hundred fifty (350) gross square feet of outdoor patio, unless the space is located next to and oriented toward a publicly owned walkway or street, in which case the first five hundred (500) gross square feet of outdoor patio area is excluded.</p> <p>C. When live entertainment is not limited to the hours that a full menu is available, and/or the area of live entertainment is greater than fifteen (15) percent of the gross floor area, one (1) parking space per one hundred twenty (120) square feet of gross floor area, plus patio requirements above at all times.</p>
Retail, personal care services, dry cleaners, and tattoo parlors	<p>A. In a Type 1 area, one (1) space per five hundred (500) square feet of gross floor area; or</p> <p>B. In a Type 2 area, all other lot widths, one (1) space per three hundred (300) square feet of gross floor area.</p>

Table 9.103.B. Schedule of Parking Requirements in the Downtown Area	
Work/live	<p>A. The required parking shall be based on the area of commercial uses, per Table 9.103.B and when applicable, Table 9.103.A.</p> <p>B. In addition to the parking requirement for the commercial area, parking shall be provide in accordance with the dwellings, multi-family and co-housing parking requirement for developments containing more than one (1) dwelling unit, excluding the first unit (except as provided in Section 9.104.H.3.d).</p>
All other uses	As specified Table 9.103.A.

Sec. 9.104. - Programs and incentives to reduce parking requirements.

The following programs and incentives are provided to permit reduced parking requirements in the locations and situations outlined herein where the basic parking requirements of this Zoning Ordinance would be excessive or detrimental to goals and policies of the city relating to mass transit and other alternative modes of transportation.

- A. *Administration of parking reductions.* Programs and incentives which reduce parking requirements may be applied individually or jointly to properties and developments. Where reductions are allowed, the number of required parking spaces which are eliminated shall be accounted for both in total and by the program, incentive or credit which is applied. The record of such reductions shall be kept on the site plan within the project review file. Additionally, the reductions and manner in which they were applied shall be transmitted in writing to the property owner.
- B. *Credit for on-street parking.* Wherever on-street angle parking is provided in the improvement of a street, credit toward on-site parking requirements shall be granted at the rate of one (1) on-site space per every twenty-five (25) feet of frontage, excluding the following:
1. Frontage on an arterial, major arterial or expressway as designated in the Transportation Master Plan.
 2. Frontage on a street that is planned to be less than fifty-five (55) feet wide curb-to-curb.
 3. Frontage within twenty (20) feet of a corner.
 4. Frontage within ten (10) feet of each side of a driveway or alley.
 5. Frontage within a fire hydrant zone or other emergency access zone.
 6. Locations within the Downtown Area.

C. Credit for bicycle parking facilities.

1. *Purpose.* The City of Scottsdale, in keeping with the federal and Maricopa County Clean Air Acts, wishes to encourage the use of alternative transportation modes such as the bicycle instead of the private vehicle. Reducing the number of vehicular parking spaces in favor of bicycle parking spaces helps to attain the standards of the Clean Air Act, to reduce impervious surfaces, and to save on land and development costs.
2. *Performance standards.* The Zoning Administrator may authorize credit towards on-site parking requirements for all uses except residential uses, for the provision of bicycle facilities beyond those required by this Zoning Ordinance, subject to the following guidelines:
 - a. Wherever bicycle parking is provided beyond the amount required per Section 9.103.C., required bicycle parking, credit toward required on-site vehicular parking may be granted pursuant to the following:
 - i. Downtown Area: one (1) vehicular space per eight (8) bicycle spaces.
 - ii. All other zoning districts: one (1) vehicular space per ten (10) bicycle spaces.
 - b. Wherever bicycle parking facilities exceed the minimum security level required per Section 9.103.D., required bicycle parking, credit towards required onsite vehicular parking may be granted at a rate of one (1) vehicular space per every four (4) high-security bicycle spaces.

High-security bicycle spaces shall include those which protect against the theft of the entire bicycle and of its components and accessories by enclosure through the use of bicycle lockers, check-in facilities, monitored parking areas, or other means which provide the above level of security as approved by the Zoning Administrator.
 - c. Wherever shower and changing facilities for bicyclists are provided, credit towards required on-site vehicular parking may be granted at the rate of two (2) vehicular spaces per one (1) shower.
 - d. The number of vehicular spaces required Table 9.103.A., or when applicable Table 9.103.B., shall not be reduced by more than five (5) percent or ten (10) spaces, whichever is less.

D. Credit for participation in a joint parking improvement project. After April 7, 1995, no new joint parking improvement projects shall be designated in the City of Scottsdale. Existing joint parking improvement projects may continue to exist, subject to the standards under which they were established.

The joint parking improvement project was a program through which a group of property owners with mixed land uses including an area of more than three (3) blocks and at least six (6) separate ownerships could join together on a voluntary basis to form a parking improvement district, providing parking spaces equal to a minimum of thirty (30) percent of their combined requirements according to the ordinance under which they were established. Each participant property could have received credit for one and one-half (1½) times his proportioned share of the parking spaces

provided. The project required that a statement be filed with the superintendent of buildings stating the number of spaces assigned to each participating property. No adjustments were to be permitted subsequent to the filing of this statement.

E. *Mixed-use shared parking programs.*

1. Purpose. A mixed-use shared parking program is an option to reduce the total required parking in large mixed-use commercial centers and mixed-use developments in which the uses operate at different times throughout the day. The city recognizes that strict application of the required parking ratios may result in excessive parking spaces. This results in excessive pavement and impermeable surfaces and discourages the use of alternate transportation modes.
2. Applicability. A mixed-use shared parking program is an alternative to a parking master plan.
3. Procedure.
 - a. A mixed-use shared parking program may be proposed at the time a parking plan is required.
 - b. The mixed-use shared parking program may also be requested exclusive of any other site plan review or permitting procedure.
 - c. Mixed-use shared parking plans shall be reviewed by, and are subject to the approval of, the Zoning Administrator.
 - d. Alternatively, the applicant may elect to have the shared parking plan reviewed by, and subject to the approval of, the City Council in a public hearing.
 - e. For changes of use in mixed-use projects, the parking necessary for the new mix of uses shall not exceed the parking required by the previous mix of uses.
4. Limitations on mixed-use shared parking.
 - a. The total number parking spaces required by Table 9.103.B. and the total number of parking spaces required for a mixed-use commercial center and mixed-use development indicated in Table 9.103.A. shall not be used to reduce the required parking in the Downtown Area or a development that is defined as mixed-use development or mixed-use commercial center not in the Downtown Area.
 - b. The total number of parking spaces required by Table 9.103.A. shall not be reduced by more than twenty (20) percent.
5. Performance standards. The Zoning Administrator may authorize a reduction in the total number of required parking spaces for two (2) or more uses jointly providing on-site parking subject to the following criteria:
 - a. The respective hours of operation of the uses do not overlap, as demonstrated by the application on Table 9.104.A., Schedule of Shared Parking Calculations. If one (1) or all of the land uses proposing to use joint parking facilities do not conform to one (1) of the general land use classifications in Table 9.104.A., Schedule of Shared Parking Calculations, data shall indicate there is not substantial conflict in the principal operating

hours of the uses. Such data may include information from a professional publication such as those published by the Institute of Transportation Engineers (ITE) or the Urban Land Institute (ULI), or by a professionally prepared parking study.

- b. A parking plan shall be submitted for approval which shall show the layout of proposed parking.
- c. The property owners involved in the joint use of on-site parking facilities shall submit a written agreement subject to City approval requiring that the parking spaces shall be maintained as long as the uses requiring parking exist or unless the required parking is provided elsewhere in accordance with the provisions of this Article. Such written agreement shall be recorded by the property owner with the Maricopa County Recorder's Office prior to the issuance of a building permit, and a copy filed in the project review file.

Table 9.104.A Schedule of Shared Parking Calculations

General Land Use Classification	Weekdays			Weekends		
	12:00 a.m.—7:00 a.m.	7:00 a.m.—6:00 p.m.	6:00 p.m.—12:00 a.m.	12:00 a.m.—7:00 a.m.	7:00 a.m.—6:00 p.m.	6:00 p.m.—12:00 a.m.
Office and industrial	5%	100%	5%	0%	60%	10%
Retail	0%	100%	80%	0%	100%	60%
Residential	100%	55%	85%	100%	65%	75%
Restaurant and bars	50%	70%	100%	45%	70%	100%
Hotel	100%	65%	90%	100%	65%	80%
Churches and places of worship	0%	10%	30%	0%	100%	30%

Cinema/theater, and live entertainment	0%	70%	100%	5%	70%	100%
<p><i>How to use the schedule of shared parking.</i> Calculate the number of parking spaces required by Table 9.103.A. for each use as if that use were free-standing (the total number of parking spaces required by Table 9.103.B. and the total number of parking spaces required for a mixed-use commercial center and mixed-use development indicated in Table 9.103.A. shall not be used to reduce the required parking in the Downtown Area, or a development that is defined as mixed-use development or mixed-use commercial center not in Downtown Area.)</p> <p>Applying the applicable general land use category to each proposed use, use the percentages to calculate the number of spaces required for each time period, (six (6) time periods per use). Add the number of spaces required for all applicable land uses to obtain a total parking requirement for each time period. Select the time period with the highest total parking requirement and use that total as your shared parking requirement.</p>						

F. *Parking master plan.*

1. *Purpose.* A parking master plan is presented as an option to promote the safe and efficient design of parking facilities for sites larger than two (2) acres or those sites in the Downtown Type 1 Area as designated by the Downtown Plan larger than sixty thousand (60,000) square feet. The city recognizes that strict application of the required parking standards or ratios may result in the provision of parking facilities of excessive size or numbers of parking spaces. This results in excessive pavement and impermeable surfaces and may discourage the use of alternate transportation modes. A parking master plan provides more efficient parking through the following requirements.
2. *Applicability.* The parking master plan is appropriate to alleviate problems of reuse and is also applicable as an alternative to the above mixed-use shared parking programs.
3. *Procedure.*
 - a. A parking master plan may be proposed at the time a parking plan is required.
 - b. The parking master plan may also be requested exclusive of any other site plan review or permitting procedure.
 - c. Parking master plans shall be reviewed by, and are subject to the approval of, the Zoning Administrator.
 - d. For changes of use in mixed-use projects, the parking necessary for the new mix of uses shall not exceed the parking required by the previous mix of uses.
4. Limitations on parking master plans.

- a. A parking master plan shall not be used to reduce the total number of parking spaces required for a mixed-use commercial center or mixed-use development as required by Table 9.103.A. or Table 9.103.B. The total number parking spaces required by Table 9.103.B. and the total number of parking spaces required for a mixed-use commercial center and mixed-use development indicated in Table 9.103.A. shall not be used to reduce the required parking in the Downtown Area or a development that is defined as mixed-use development or mixed-use commercial center not in the Downtown Area.
 - b. The Zoning Administrator shall only permit reductions of up to twenty (20) percent of the total parking required per Table 9.103.A.
 - c. Reductions of more than twenty (20) percent of required parking shall be subject to approval by the City Council.
5. Elements of a parking master plan. The contents of the parking master plan shall include:
- a. A plan, which graphically depicts where the spaces and parking structures are to be located.
 - b. A report, which demonstrates how everything shown on the plan complies with or varies from applicable standards and procedures of the City.
 - c. The plan shall show all entrances and exits for any structured parking and the relationship between parking lots or structures and the circulation master plan.
 - d. The plan, supported by the report, shall show the use, number, location, and typical dimensions of parking for various vehicle types including passenger vehicles, trucks, vehicles for mobility impaired persons, buses, other transit vehicles and bicycles.
 - e. The plan, supported by the report, shall include phasing plans for the construction of parking facilities and any interim facilities planned.
 - f. Whenever a reduction in the number of required parking spaces is requested, the required report shall be prepared by a registered civil engineer licensed to practice in the State of Arizona and shall document how any reductions were calculated and upon what assumptions such calculations were based.
 - g. Parking ratios used within the report shall be based upon uses or categories of uses already listed within Table 9.103.A., Schedule Of Parking Requirements (A parking master plan shall not be used to reduce the total number of parking spaces required for a mixed-use commercial center or mixed-use development as required by Table 9.103.A. or Table 9.103.B. the total number of parking spaces required by Table 9.103.B. and the total number of parking spaces required for a mixed-use commercial center and mixed-use development indicated in Table 9.103.A. shall not be used to reduce the required parking in the Downtown Area or a development that is defined as mixed-use development or mixed-use commercial center not in the Downtown Area.)
 - h. Such other information as is determined by the reviewing authority to be necessary to process the parking master plan.

6. *Performance standards.* Parking shall comply with the requirements of the Zoning Ordinance as amended except where application of the following criteria can show that a modification of the standards is warranted. This shall be determined by the Zoning Administrator pending review of the materials described in Subsection 5. above.

- a. The parking master plan shall provide sufficient number and types of spaces to serve the uses identified on the site.
- b. Adequate provisions shall be made for the safety of all parking facility users, including motorists, bicyclists and pedestrians.
- c. Parking master plans shall be designed to minimize or alleviate traffic problems.
- d. Parking spaces shall be located near the uses they are intended to serve.
- e. Adequate on-site parking shall be provided during each phase of development of the district.
- f. The plan shall provide opportunities for shared parking or for other reductions in trip generation through the adoption of Transportation Demand Management (TDM) techniques to reduce trip generation, such as car pools, van pools, bicycles, employer transit subsidies, compressed work hours, and High Occupancy Vehicle (HOV) parking preference.
- g. Surfacing of the lot shall be dust-proof, as provided by Section 9.106.C.1.
- h. The parking master plan shall attempt to reduce environmental problems and to further the City's compliance with the federal Clean Air Act amendments of 1990 through appropriate site planning techniques, such as but not limited to reduced impervious surfaces and pedestrian connections.
- i. Compliance with the federal Clean Air Act amendments of 1990 shall be considered.
- j. Reductions in the number of parking spaces should be related to significant factors such as, but not limited to:
 - i. Shared parking opportunities;
 - ii. Hours of operation;
 - iii. The availability and incorporation of transit services and facilities;
 - iv. Opportunities for reduced trip generation through pedestrian circulation between mixed-uses;
 - v. Off-site traffic mitigation measures;
 - vi. Recognized variations in standards due to the scale of the facilities;
 - vii. Parking demand for a specified use; and

viii. The provisions of accessible parking spaces beyond those required per [Section 9.105](#).

- k. Reductions in the number of parking spaces for neighborhood-oriented uses may be granted at a rate of one (1) space for every existing or planned residential unit located within two (2) blocks of the proposed use, and one-half (0.5) space for every existing or planned residential unit located within four (4) blocks of the proposed use.

l. Parking master plans for Travel accommodations shall specifically include provisions for employee parking, including employees associated with conference and meeting facilities, or similar facilities, and/or additional commercial uses. Required employee parking shall be provided on-site.

- 7. *Approval.* The property owner involved in the parking master plan shall submit a written agreement, subject to City approval, requiring that the parking facility and any associated Transportation Demand Management (TDM) techniques shall be maintained without alteration unless such alteration is authorized by the Zoning Administrator. Such written agreement shall be recorded by the property owner with the Maricopa County Recorder's Office prior to the issuance of a building permit, and a copy filed in the project review file.

G. *Reserved.*

H. *Downtown Overlay District Program.*

- 1. *Purpose.* This parking program will ease the process of calculating parking supply for new buildings, remodels, or for buildings with new tenants or new building area.

This parking program consists of two (2) elements: Parking required and parking waiver.

- 2. *Parking required.* The amount of parking required shall be:

- a. *If there is no change of parking intensity.*

- i. If there is no change of parking intensity of the land use on any lot that has a legal land use existing as of July 31, 2003, no additional parking shall be required.

- b. *Parking credits.*

- i. Parking credits under this program shall be only for: parking improvement districts, permanent parking in-lieu credits, approved zoning variances for on-site parking requirements - unless the Zoning Administrator finds that the justification for the parking variance no-longer exists, and Parking P-3 District, except as provided in Section 9.104.H.2.b.i.(1). Only these parking credits shall carry forward with any lot that has parking credits as of July 31, 2003.

- (1) Parking credits associated with the Parking P-3 District shall continue to apply, unless the Parking P-3 District is removed from the property.

- ii. The Downtown Overlay District does not void public agreements for parking payments of any type of parking program.

- iii. Any parking improvement district credit(s) or permanent parking in-lieu credit(s) that the lot has that are in excess of the current parking demand shall remain with the lot.
- iv. Property owners are still required to pay for any program that allowed them to meet the parking requirements.

c. Increase in parking.

- i. When a property's parking requirements increase above the parking requirements on July 31, 2003, the new parking requirement is calculated as follows:

$(N - O) + T = \text{number of parking spaces required}$

N = new (increased) parking requirement

O = old parking requirement (on July 31, 2003)

T = total of on-site and any remote parking spaces, plus any parking credits required on July 31, 2003 to meet the old parking requirement (excluding excess on-site and remote parking spaces and any excess parking credits).

- ii. As applicable, Table 9.103.A. Table 9.103.B. shall be used to calculate N and O.

- iii. A waiver to this requirement is in Section 9.104.H.3.

3. Parking waiver within the Downtown Overlay District.

- a. *Purpose.* This parking waiver is designed to act as an incentive for new buildings, and for building area expansions of downtown businesses, which the expansion will have a minimal impact on parking demand.
- b. *Applicability.* Upon application, property owners may have parking requirements waived if they meet both the following criteria:
 - i. Are within the Downtown Overlay District, and/or the Downtown District; and
 - ii. The new building or the new area of a building expansion is used for retail, office, restaurant or personal care services uses allowed in the underlying district.

c. Limitations on this parking waiver.

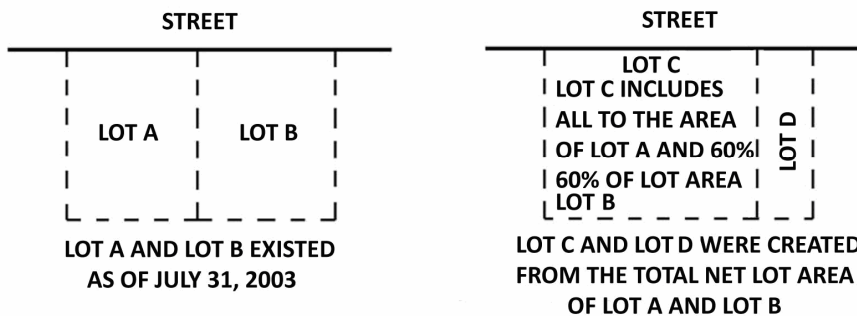
- i. Can be used only once per lot existing as of July 31, 2003.
- ii. Can be used for retail, office, restaurant or personal care services uses allowed in the underlying district at a ratio of one (1) space per three hundred (300) gross square feet.
- iii. Is limited to a maximum of **five hundred (500)** ~~two thousand (2,000)~~ gross square feet of new building, or building area expansion. The **five hundred (500)** ~~two thousand (2,000)~~ gross square feet per lot of new building, or building area expansion may be used incrementally, but shall not exceed **five hundred (500)** ~~two~~

thousand (2,000) gross square feet of the building size of each lot existing as of July 31, 2003.

(1) Except as provided in Section 9.104.H.3.c.iii.(1), a lot that is created after July 31, 2003 from more than one (1) lot that existed as of July 31, 2003 shall be allowed to utilize parking waiver as cumulative total of all lots that were incorporated into one (1) lot.

(2) A lot(s) that is created after July 31, 2003 from a portion of a lot(s) that existed as of July 31, 2003 shall be entitled to a waiver of area, as described in section 9.104.H.3.c.iii., based on the pro rata portion of the net lot that was split from the existing lot(s) and incorporated into the new lot(s). For example:

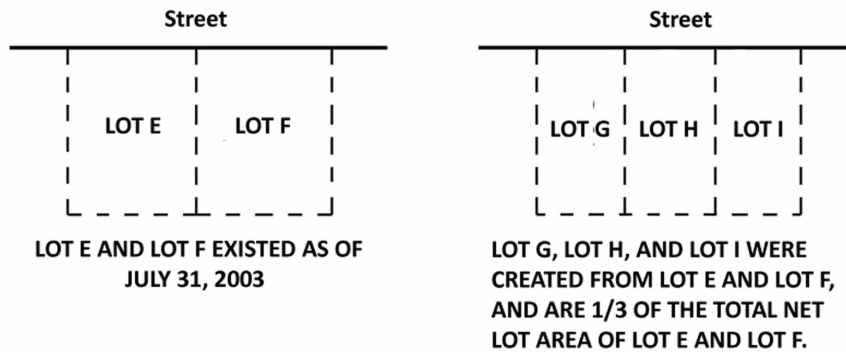
As shown in Figure 9.104.A., Lot A and Lot B are reconfigured into two (2) new lot configurations, Lot C and Lot D. Lot C now includes all of the net lot area of Lot A and sixty (60) percent of the net lot area of Lot B. Lot C is entitled to the all of the waiver of Lot A and sixty (60) percent of the waiver of Lot B. Lot D is entitled only to forty (40) percent of the waiver of Lot B.



Therefore, Lot C's wavier would be three thousand two hundred (3,200) square feet of new building, or building area expansion; and Lot D's wavier would be eight hundred (800) square feet of new building, or building area expansion.

Another example may be:

As shown in Figure 9.104.B., Lot E and Lot F are reconfigured into three (3) new lots, Lot G, Lot H, and Lots I. Lot G, Lot H, and Lots I are each equal to one-third (1/3) of the total net lot area of Lot E and Lot F. therefore, Lot G, Lot H, AND Lots I each are entitled to one-third (1/3) of the total wavier that is allowed for Lot E and Lot F.



~~Therefore, Lot G's, Lot H's, and Lot I's waiver each would be one thousand three hundred thirty three and one third (1,333.33) square feet of new building, or building area expansion.~~

- iv. Cannot be used on land that issued to meet a property's current parking requirement unless the same number of physical parking spaces are replaced elsewhere on site, or through the purchase of permanent in-lieu parking credits.

- d. *Residential addition parking waiver.* No additional parking is required for up to no more than one four new dwelling units that are is added to a development as part of a 500 2,000 square foot (or smaller) nonresidential gross floor area expansion.

Sec. 9.105. - Mobility impaired accessible spaces.

A. *Purpose.* The City encourages all development to provide adequate facilities for accessibility to people with mobility impairments covered by the Americans with Disabilities Act (ADA) and the Fair Housing Act (FHA), as amended.

B. *Required accessible parking spaces.*

1. Accessible parking spaces for any building or use shall conform to the ADA, FHA and Article IX.
2. Outpatient facilities in a hospital. Minimum: ten (10) percent of the provided parking.
3. Rehabilitation facilities specializing in treating mobility impairments. Minimum: twenty (20) percent of the provided parking.
4. Other uses. Minimum: four (4) percent of the provided parking.

C. *Reductions in the required accessible parking spaces.*

1. To reduce the number of accessible parking spaces, the property owner shall submit a development application to the Zoning Administrator, including the following:
 - a. A report indicating the actual demand for the number of accessible parking spaces in the development project, and

- b. Any other information requested by the Zoning Administrator.
- 2. The Zoning Administrator may approve a reduction in the required accessible parking spaces, if:
 - a. The development project provides over five hundred (500) parking spaces;
 - b. The development project includes major employment use(s);
 - c. The development project is within six hundred (600) feet of a public transit route and stop;
 - d. The development project has minimal direct daily visitors;
 - e. The reduced demand for accessible parking spaces is supported by the request; and
 - f. The request is supported by other relevant information determined by the Zoning Administrator.
- 3. The accessible parking spaces required shall not be less than two (2) percent of the provided parking spaces, or as required by ADA, whichever results in more accessible parking spaces.

D. Existing developments.

- 1. The location and any restriping of accessible parking spaces shall comply with the approved site plan, and applicable ADA and FHA requirements.
- 2. Reconfiguring any onsite parking shall be subject to City approval. All reconfigured accessible parking spaces shall conform with Article IX. and the Design Standards & Policies Manual.

E. Location of accessible spaces.

- 1. Each accessible parking space shall be located adjacent to the shortest route to the accessible building entrance used by the public.
- 2. Accessible parking spaces shall be dispersed, but located nearest to accessible entrances, for any building with multiple accessible entrances.
- 3. Accessible parking spaces shall be dispersed, but located nearest to accessible entrances, throughout a development project with multiple buildings.
- 4. The minimum width of the accessible route shall conform to the ADA, FHA and the Design Standards and Policies Manual.
- 5. Accessible parking in a parking structure or podium parking may be provided on one level adjacent to the shortest route to the accessible building entrance.
- 6. Where a development project provides fewer than five (5) on-site parking spaces accessed from an alley, the Zoning Administrator may approve a nearby on-street accessible parking space upon finding the space affords:
 - a. Greater accessibility to the accessible building entrance, and
 - b. Greater convenience.

F. *Standards.* Accessible parking spaces and access aisles shall conform to the Design Standards & Policies Manual, and the following:

1. Minimum accessible parking space width: eleven (11) feet.
2. Minimum accessible parking space length: In accordance with Section 9.106.
3. Access aisle width: five (5) feet.
4. Two (2) adjacent accessible parking spaces may share an access aisle.

G. *Identification.* Identification, signage and markings of the accessible parking spaces, access aisles and access routes shall conform to the ADA, FHA, and the Design Standards and Policies Manual.

H. *Slope.*

1. Maximum slope of a ramp from the access aisle to a sidewalk: 1:12 ratio.
2. Maximum slope and cross slope of the access aisle and route: 1:50 ratio.

I. *Accessible tenant covered parking, podium parking, and parking structure parking spaces for multiple dwelling development projects.*

1. Minimum: the same percentage as non-accessible tenant covered, podium parking, and parking structure parking spaces.

J. *Accessible separate garage parking for multiple dwelling development projects.*

1. Where separate garages for the dwelling units are provided in a multiple dwelling development project, the site plan shall designate which garages are adaptable for accessible parking.
2. Minimum: the same percentage as non-accessible separate garages.
3. The dimensions of each accessible parking space and access aisle shall comply with Article IX.

K. *Accessible covered parking, garage, podium parking, and parking structure parking for visitors of multiple dwelling development projects.*

1. Minimum: the same percentage as non-accessible covered parking, garage, podium parking, and parking structure parking spaces.

L. *Common covered accessible parking for employees.* The property owner shall provide accessible covered parking space(s) upon request from an employee that is employed by an establishment on the property if the property owner provides non-accessible common covered parking.

M. *Accessible non-residential covered parking, garage, podium parking, and parking structure parking.*

1. Minimum: the same percentage as non-accessible covered parking, garage, podium parking, and parking structure parking spaces.

N. *Reasonable accommodations.* Property with a parking structure or podium parking that was permitted before January 26, 1992 with a Certificate of Occupancy issued before January 26, 1993, and which is unable to provide accessible parking within the parking structure or podium parking due to

structural or other reasonable limitations, shall provide reasonable accommodations on the property for accessible covered parking, subject to the Zoning Administrator's approval.

O. *Vertical clearance.* In addition to ADA and FHA requirements:

1. Minimum accessible parking space vertical clearance: eight (8) feet two (2) inches.
2. Minimum vehicular drive aisle vertical clearance to and from covered parking, garage, podium parking, and parking structure accessible parking space(s): eight (8) feet two (2) inches.

P. *Passenger loading zones.* Passenger loading zones shall conform to the ADA, FHA and the Design Standards and Policies Manual.

Q. The ADA, FHA, and Section 504 of the Rehabilitation Act of 1973, as amended, apply if any part of this Section 9.105 is determined unenforceable.

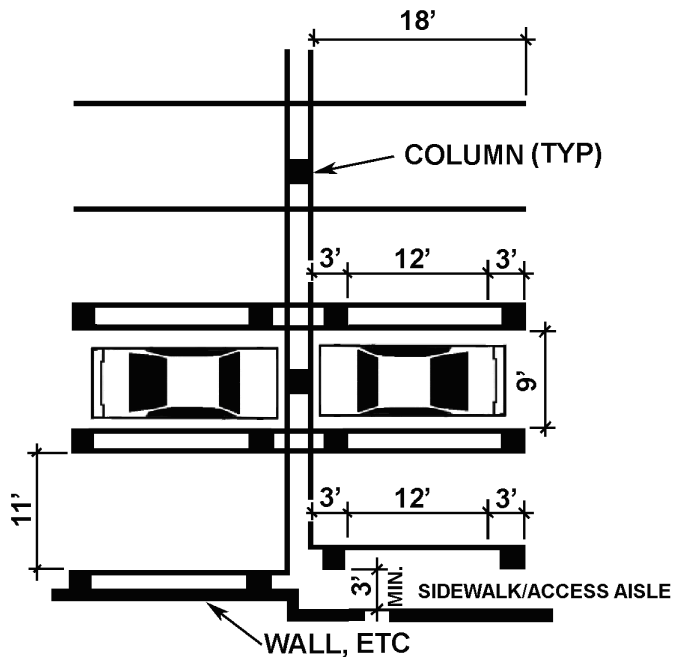
Sec. 9.106. - Design standards for public and private on-site ingress, egress, maneuvering and parking areas.

A. *Standard Parking space dimension.*

1. *Vehicular.*

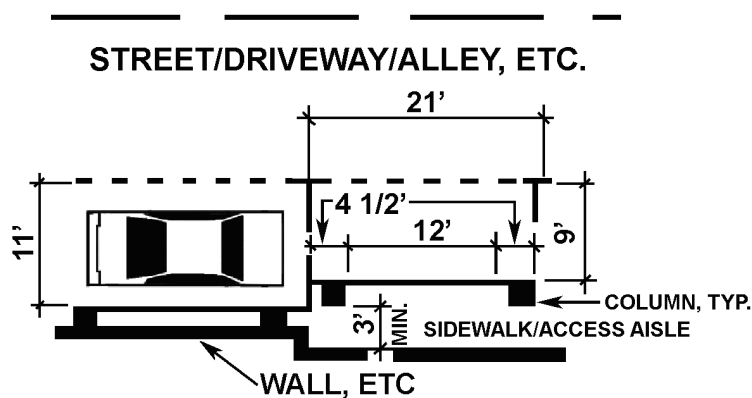
- a. Except for parallel parking spaces, as indicated below, and in Table 9.106.A. parking spaces shall have a minimum width of nine (9) feet and a minimum length of eighteen (18) feet. Parallel parking spaces shall have a minimum width of nine (9) feet and a minimum length of twenty-one (21) feet.
 - i. For new development and/or redevelopment constructed after July 9, 2010, when a side of a parking space is adjacent to a wall, column, or other obstruction, except as provided in Sections 9.106.A.1.a.ii. and 9106.A.1.a.iii., that is taller than six (6) inches, and where a minimum three-foot wide unobstructed pedestrian access aisle is not provided between the wall, column, or other obstruction and the parking spaces, the width of the parking space shall be increased by two (2) feet on the obstructed side, as illustrated by Figure 9.106.A.
 - (1). The entire required width and length of a parking space(s) shall not be obstructed by a column, or obstruction that is greater than six (6) inches in height, as illustrated by Figure 9.106.A.
 - ii. For new development and/or redevelopment constructed after July 9, 2010, when a side of a parking space, excluding a parallel parking space, that is adjacent to a column that is taller than six (6) inches, the obstructed side shall be unobstructed for a minimum of twelve (12) feet, which is between the front three (3) feet and rear three (3) feet of the parking space, as further illustrated by Figure 9.106.A.

FIGURE 9.106.A. Column, etc. Obstructions



- iii. For new development and/or redevelopment constructed after July 9, 2010, when a side of a parallel parking space that is adjacent to a wall, column, or other obstruction that is taller than six (6) inches, the obstructed side shall be unobstructed for a minimum of twelve (12) feet, which is between the front four and one-half (4½) feet and rear four and one-half (4½) feet of the parking space, as further delineated by Figure 9.106.B.

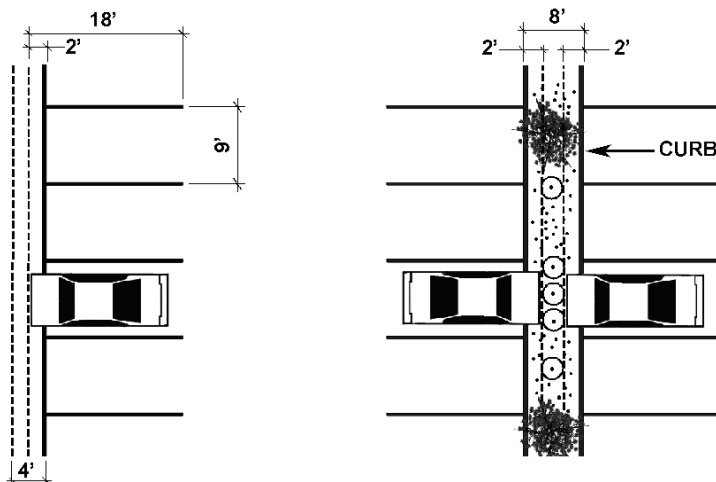
Figure 9.106.B. Parallel Parking Space Side Obstructions



- b. As illustrated in Figure 9.106.C., the front length of the space may over-hang a curb or low planter of a maximum height of six (6) inches and a maximum depth of two (2) feet which may not be calculated as required open space, or required parking lot landscaping. If a low planter is utilized the following conditions shall be met:

- i. Where the front of a parking stall overhangs a curb or planter on one (1) side only, the minimum width of the planter shall be four (4) feet.
- ii. Where the front of a parking stall overhangs a curb or planter on both sides, the minimum width of the planter shall be eight (8) feet.

Figure 9.106.C. Parking Stall Overhangs



- c. Where special circumstances exist, such as, but not limited to, a lot size, the Development Review Board may approve parking space sizes different from the requirements of the sections of 9.106.A.1. and Table 9.106.A.; but may not approve aisle sizes different from the requirements of Table 9.106.A.
2. *Bicycle.* Bicycle parking spaces shall have a minimum width of two (2) feet and a minimum length of six (6) feet, unless the spaces are provided by a pre-manufactured bicycle rack or

locker which differ from this dimension, in which case the dimension of the pre-manufactured rack or locker shall suffice.

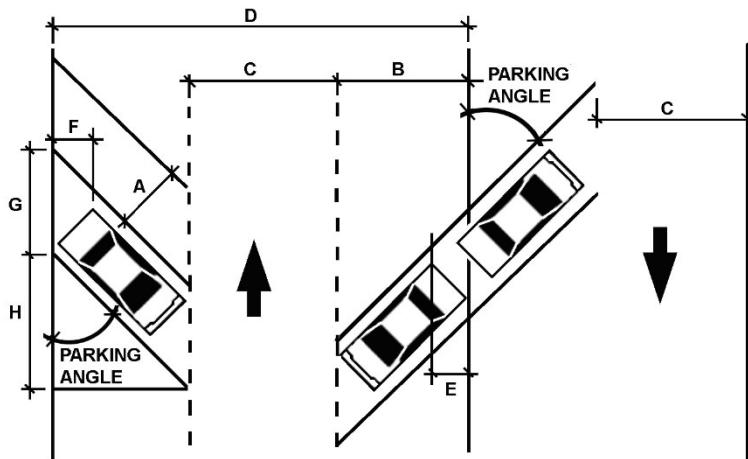
B. *Parking layout.* Minimum layout dimensions are established in Table 9.106.A. and Figure 9.106.D. which shall apply to all off-street parking areas with the exception that parking spaces accessed by an alley shall require a minimum of ten (10) feet from the back of the space to the alley centerline.

Table 9.106.A. On-Site Parking Dimensions								
Angle	Stall Width (A) ^{1,3}	Vehicle Projection (B) ¹	Aisle (C)* ^{1,2}	Typical Module (D) ¹	Interlock Reduction (E) ¹	Overhang (F) ¹	Curb Length (G) ¹	End of Row Waste (H) ¹
0°	21	9.0	12.0	40.0	0	0	21.0	—
45°	9.0	19.1	12.0	50.2	6.4	1.4	12.7	19.1
50°	9.0	19.6	14.5	53.7	5.8	1.5	11.7	16.4
55°	9.0	19.9	16.0	55.8	5.2	1.6	11.0	13.9
60°	9.0	20.1	18.0	58.2	4.5	1.7	10.4	11.6
65°	9.0	20.1	20.0	60.2	3.8	1.8	9.9	9.4
70°	9.0	20.0	22.0	62.0	3.1	1.9	9.6	7.3
75°	9.0	19.7	24.0	63.4	2.3	1.9	9.3	5.3
90°	9.0	18.0	24.0	60.0	0	2.0	9.0	0

Note:

1. All measurements are in feet.
2. No two-way drive aisle shall be less than twenty-four (24) feet in width.
3. An accessible parking stall width and access aisle shall comply with Section 9.105.E.

Figure 9.106.D.



C. *Design and improvement standards.*

1. *Vehicular.*

- a. Residential uses with up to four (4) units: parking, maneuvering, ingress and egress areas, for residential uses, with a total area of three thousand (3,000) square feet or greater, shall be improved in compliance with the Design Standards & Policies Manual and thereafter maintained by surfacing, to prevent emanation of dust, with (1) concrete, asphalt, cement or sealed aggregate pavement; (2) three (3) inches deep crushed rock completely contained in a permanent border; or (3) another stabilization material approved by Maricopa County.
- b. Nonresidential uses and residential uses with more than four (4) units: parking, maneuvering, ingress and egress areas for (1) industrial, commercial, and nonresidential uses, and (2) residential uses with more than four (4) units shall be improved in compliance with the Design Standards & Policies Manual and thereafter maintained with regard to:
 - i. Grading and drainage.
 - ii. Surfacing, to prevent emanation of dust, with (1) concrete, asphalt, cement or sealed aggregate pavement; (2) three (3) inches deep crushed rock completely contained in a permanent border; or (3) another stabilization material approved by Maricopa County.
 - iii. Parking stall layout and markings.
 - iv. Protective pipes at driveway entrances.
 - v. Curbs, barriers and wheel stops. This requirement shall not apply within the taxilane safety area.
 - vi. Directional signs.

- c. Nonresidential uses and residential uses with more than four (4) units: parking areas for (1) industrial, commercial, and nonresidential uses, and (2) residential uses with more than four (4) units shall meet the following standards:
 - i. The parking lot shall be designed so that vehicles exiting therefrom will not be required to back out across any sidewalk or street.
 - ii. Except as permitted in Section 9.106.C.1.c.ii.(1). All required on-site parking spaces shall be accessed directly from a drive aisle, alley or driveway. All on-site parking facilities shall be provided with appropriate means of vehicular access to a public street.
 - (1) Residential parking space may be provided in a two (2) parking space tandem configuration if the tandem spaces are allocated to the same residential dwelling. Tandem parking spaces shall be accessed directly from a drive aisle, alley or driveway.
 - iii. All parking lots shall be illuminated in accordance with [Section 7.600](#), Outdoor Lighting, or as determined by the Development Review Board.
 - iv. Illumination of an on-site parking area shall be arranged so as not to reflect direct rays of light into adjacent residential districts and streets. In no case shall such lighting cause more than one (1) footcandle of light to fall on adjacent properties as measured horizontally at the lot line, or as approved by the Development Review Board. Shields shall be used where necessary to prevent exposure of adjacent properties.
 - v. Any wall, fence or landscaping provided shall be adequately protected from damage by vehicles using the parking lot and shall be properly maintained and kept in good repair at all times.
- d. The effective dates for the improvement standards regarding surfacing set forth in this section shall be:
 - i. October 1, 2008 for parking, maneuvering, ingress and egress areas for industrial, commercial, and nonresidential uses, and residential uses with more than four (4) units; and
 - ii. October 1, 2009 for parking, maneuvering, ingress and egress areas, for residential uses, with a total area of three thousand (3,000) square feet or greater.

2. *Bicycle.*

- a. The type of bicycle parking facility provided shall be determined according to the requirements of Section 9.103.C., Required bicycle parking, and Section 9.104.C, Credit for bicycle parking facilities.
- b. Bicycle facilities shall be located on the same site as the generating land use and within fifty (50) feet of the building entrance in a location which does not extend into pedestrian sidewalks or vehicular traffic lanes.

- c. Lighting shall be provided along the access route from the bicycle facility to the building if the route is not completely visible from lighting on the adjacent sidewalks or vehicular parking facilities. Such lighting shall be provided in accordance with Section 7.600, Outdoor Lighting, or as determined by the Development Review Board.

3. *Covered parking.*

- a. No covered parking shall be allowed in a required yard or building setback.

D. *Driveway parking prohibited except in residential districts.* Except in residential districts, parking in driveways connecting the public right-of-way with a parking area or garage shall not be permitted on or adjacent to the driveway.

E. *Landscape design.*

1. Parking lot landscaping and landscape islands shall be provided in accordance with Article X.
2. Parking structures fronting on a public street shall include pedestrian-related amenities such as sitting areas, planters, and visually-interesting wall surfaces at the street level along the street frontage, subject to design approval by the Development Review Board.

F. *Screening.*

1. Parking lot areas and on-site vehicular circulation (including drive-throughs and drive-ins, but excluding access driveways to streets and alleys) shall be screened from all streets and alleys by a three-foot tall masonry wall or berm and/or opaque landscape materials, subject to design approval by the Development Review Board.
2. Outdoor vehicle display areas shall be screened, subject to design approval by the Development Review Board.

Sec. 9.107. - Remote parking.

A. *Remote parking.* Parking off a development site is permitted under the following procedures.

B. *Remote parking agreement.* The remote parking agreement shall be subject to approval by the Zoning Administrator and City Attorney. The document shall contain the following and be recorded against the properties where the parking and served use are located.

1. A term of at least five (5) years, to protect the city's interests in providing long-term, stable parking for the served use.
2. Discontinuation of the served use if the remote parking becomes unavailable.
3. Maintenance requirements.
4. Termination, violations and enforcement provisions.

C. *Zoning Administrator review.* The Zoning Administrator shall consider whether the remote parking:

1. Is within six hundred (600) feet of the property line of the served use.
2. Is accessible to the served use by a direct, safe, continuous pedestrian way.

3. Serves the purposes of this Zoning Ordinance.

Sec. 9.108. - Special parking requirements in districts.

A. *Planned Regional Center (PRC)*. The provisions of Article IX shall apply with the following exceptions:

1. There shall be no parking required for courtyards or other open spaces, except that those portions thereof used for sales or service activities shall provide parking as specified elsewhere by this Zoning Ordinance.
2. Parking for dwellings shall be covered.

B. *Theme Park District (WP)*. The provisions of Article IX shall apply with the following exceptions:

1. The number of spaces required in Table 9.103.A. may be proportionately reduced by the provision of bus parking. Bus parking provided in lieu of automobile parking spaces may account for a maximum reduction of fifty (50) percent of the spaces required in Table 9.103.A.
2. If any bus parking is provided in lieu of automobile parking spaces, one (1) overflow automobile parking space shall be provided for each twenty-five (25) persons for whom seating is provided as indicated on the approved development plan.

C. *Downtown*. In Type 1 Areas of the Downtown Area, all parking shall be accessed from an alley or a street adjacent to a side yard. Unless approved by the Development Review Board, there shall be no curb cuts on streets abutting a front yard within any Type 1 Area.

D. *In-lieu parking program in the Downtown Overlay District (DO) and the Downtown District (D)*.

1. *Purpose*. The purpose of the in-lieu parking program is to assist the property owners of small properties to reinvest, develop, and redevelop to the highest and best use of the property, and to accommodate different land uses throughout the life span of a development. In addition, the purpose of the in-lieu parking program is to foster a pedestrian-oriented environment with a sustainable urban design and character for all properties in the Downtown Area, by reducing the total number of physical parking spaces on a property. Also, as specified below, fees associated lieu parking program shall be utilized for the downtown parking program and downtown tram service.
2. *Parking requirements*. A property owner may satisfy a property's nonresidential parking requirement through the City's in-lieu parking program by an in-lieu parking payment(s) made to the City's downtown parking program enhancement account for in-lieu parking credits. The regulations of the in-lieu parking program shall not be eligible for a variance. The City shall not be obligated to approve a property owner's request to participate in the in-lieu parking program.
3. *Approvals required*.
 - a. The City Council shall determine whether or not to allow a property owner to participate in the in-lieu parking program based on the following considerations:
 - i. New development, reinvestment, or redevelopment of the property;

- ii. The use of the property fosters a pedestrian-oriented environment with an urban design and character, and the use of public transit or the downtown tram service;
 - iii. Property size and configuration;
 - iv. The amount of public parking available to the area;
 - v. The future opportunity to provide public parking in the area; or
 - vi. Open space and public realm areas are maintained and/or parking lots convert into open space and public realm.
- b. The Zoning Administrator may administratively approve participation in the in-lieu parking program for up to, and including five (5) in-lieu parking credits, provided that the allowance is based on the City Council considerations of Section 9.108.D.3.a. The Zoning Administrator approval shall not exceed a total of five (5) in-lieu parking credits per lot.
 - i. An appeal of the Zoning Administrator's, denial for participation in-lieu parking program shall be heard by City Council.
 - (1) Appeals must be filed with the City Clerk no later than thirty (30) days after the Zoning Administrator issues any written denial for participation in-lieu parking program.
 - ii. The City Council shall evaluate an appeal, and may approve or deny participation in-lieu parking program based on the considerations specified in Section 9.108.D.3.a.
- 4. *In-lieu parking credit fees.* The amount of the in-lieu parking credit fee(s) shall be established by the City Council, and may include penalty fees for late payment, legal fees, administrative fees, an interest rate to account for the time value of money for the in-lieu parking installment purchase option, and any other fee the City Council deems necessary to implement the in-lieu parking program.
- 5. *Use of in-lieu parking fees.* The use of the in-lieu parking fees paid to the City shall be used for the operation of a downtown parking program which may include, but is not limited to, the provision and maintenance of public parking spaces, the operation of tram shuttle services linking public parking facilities and downtown activity centers, and services related to the management and regulations of public parking.
- 6. *In-lieu parking payments.* Fractional parking requirements may be paid for on a pro-rata basis. The property owner may purchase, or the City Council may require in-lieu parking credits to be purchased, either as permanent parking credits or as term parking credits in accordance with the following:
 - a. *Permanent in-lieu parking credits.* Parking space credits purchased under this permanent in-lieu option shall be permanently credited to the property. These parking credits may be purchased either by installment payments to the City over a fixed period of time, or by payment of a lump sum fee.

- ~~i. Under the lump sum purchase option, purchase shall be made by the property owner through payment of the total fee, in accordance with the procedures adopted by the Zoning Administrator and a written agreement, satisfactory to the City, with the property owner.~~
- ~~ii. The installment purchase option shall require an initial cash deposit and a written agreement, satisfactory to the City, binding the property owner to make subsequent monthly installment payments. The installment purchase agreement shall not create a payment term longer than fifteen (15) years, and shall include, but not limited to, payment procedures approved by the Zoning Administrator. Payment of the lump sum in-lieu fee, or payment of the installment purchase deposit and execution by both parties of the installment purchase agreement, shall be completed prior to the issuance of a building permit if a building permit is required, or to the issuance of a certificate of occupancy.~~

i. No new permanent in-lieu parking credits may be issued/purchased after June 1, 2021.

- b. *Monthly term in-lieu parking credits:* Parking credits obtained by payment of a monthly in-lieu fee under this option are only for the term of the activity requiring the parking and are not permanently credited to the property. A monthly term in-lieu parking credit(s) requires a written agreement, satisfactory to the City, binding the property owner to make subsequent monthly payments. The agreement shall include, but not limited to payment procedures approved by the Zoning Administrator. The first monthly payment shall be made in accordance with the agreement.
- c. *Evening-use term in-lieu parking credits.* Parking credits obtained by payment of a monthly in-lieu fee under this option are only for the term of the activity requiring the parking, limited to uses only open for business between the hours of 5:00 p.m. and 3:00 a.m., and are not permanently credited to the property. An evening-use term in-lieu parking credit requires a written agreement satisfactory to the City binding the property owner to make monthly payments. The agreement shall include, but not limited to payment procedures approved by the Zoning Administrator. The first monthly payment shall be made in accordance with agreement.

Sec. 9.109. - Evening-use parking.

- A. *Evening-use parking.* Evening-use parking is parking for establishments conducting business between 5:00 p.m. and 3:00 a.m.
- B. *Evening-use parking application.* The property owner of the served use shall file an application for proposed evening-use parking, including:
 - 1. A lighting plan for the parking in conformance with Article VII.
 - 2. An analysis of the location and availability of private parking spaces.
 - 3. A remote parking agreement in accordance with this article if the parking is not on the same property as the served use.

C. *Zoning Administrator approval of evening-use parking.* The Zoning Administrator may approve an application for evening-use parking if the plans and analysis show the parking:

1. Is within six hundred (600) feet of the property line of the served use.
2. Is accessible to the served use by a direct, safe, continuous pedestrian way.
3. Serves the purposes of this Zoning Ordinance.

Sec. 9.110. - High occupancy vehicle parking.

- A. Parking for carpools, vanpools, and other high occupancy vehicles shall be located nearest the main building entrance with priority over all other parking except for mobility-impaired accessible parking.

Sec. 9.200. - Off-Street Loading.

Sec. 9.201. - General regulations.

All buildings hereafter erected or established shall have and maintain loading space(s) as determined by Development Review Board approval as outlined in article I, Section 1.900 hereof and subject to conditions herein.

- A. No part of an alley or street shall be used for loading excepting areas designated by the city.
- B. No loading space that is provided in an approved development review shall hereafter be eliminated, reduced or converted, unless equivalent facilities are provided elsewhere.
- C. All loading space shall be surfaced and maintained subject to the standards of Section 9.106.C.1.

ARTICLE VII. GENERAL PROVISIONS

Sec. 7.1200. - Special Public Improvements - requirements for bonus development standards.

A. Applicability.

1. The Special Public Improvements provisions are applicable to property zoned Planned Block Development (PBD) Overlay District or Planned Airpark Core Development (PCP) that utilize Special Public Improvements and/or any other community benefit(s) approved by City Council to obtain bonus development standards.

B. *Qualifying improvements.* The following are Special Public Improvements that achieve public benefits and qualify a Development Plan for bonus development standards consideration. To qualify, the Special Public Improvement must reasonably relate to, or ameliorate adverse impacts caused by, the proposed bonus development standards. Specific limitations and requirements apply to each Special Public Improvement as indicated below. In-lieu contributions may be accepted for certain improvements as indicated below.

1. Major infrastructure improvements.

- a. To achieve a bonus, a property owner shall provide one or more of the following improvements, in addition to those required by the Scottsdale Revised Code and Design Standards and Policies Manual as part of the Development Plan:
 - i. Additions, replacements, new extensions, or upsizing of streets, water systems, sewer systems, drainage systems, transit facilities, pedestrian facilities, trail facilities, bicycling facilities, streetscaping facilities or other such infrastructure improvements as approved by the Zoning Administrator and City Engineer.
 - b. These improvements shall be consistent in type and scope with the City's approved infrastructure master plans, if applicable.
 - c. In-lieu contributions may be accepted as approved by the Zoning Administrator and City Engineer.
2. Public parking area(s) within the Development Plan, or within the area of the Downtown or Greater Airpark, as applicable.
- a. The public parking area(s) shall be located where the City Council determines that public parking is needed for general parking or a recurring municipal-sponsored public event.
 - b. The public parking spaces shall be in excess of those required for the Development Plan land uses.
 - c. A minimum of 50 parking spaces shall be provided to the City.
 - d. The public parking spaces shall be available, at a minimum, between the hours of 6:00 a.m. and 12:00 a.m. and easily accessible.
 - e. The public parking area(s) shall be within an easement granted to the City.
 - f. The property owner shall record a document that permanently imposes upon the property owner duties to operate, repair, maintain, renovate and insure the public parking spaces, in a form acceptable to the City Attorney.
 - g. The property owner shall provide and maintain signage on the interior and exterior of the parking structure clearly identifying that the facility provides public parking and the location of the public parking. Parking areas shall provide lighting per City standards. The location and design of the signage and lighting shall be subject to Zoning Administrator approval.
 - h. The public parking spaces shall be available to the public at no charge.
 - i. The public parking spaces shall not be utilized for valet parking.
 - j. The portion of the Total Construction Cost Estimate for public parking spaces in an above-ground parking structure shall be calculated as follows: the cost of constructing all the parking spaces in the above-ground parking structure in which the public parking is located, divided by the total number of parking spaces, multiplied by the number of public parking spaces, and multiplied by 0.25.

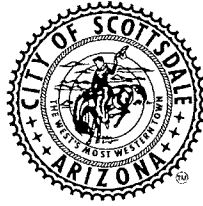
- k. The portion of the Total Construction Cost Estimate for public parking spaces in an underground parking structure or above grade structure with enhanced design shall be calculated as follows: the cost of constructing all the parking spaces in the underground parking structure in which the public parking is located, divided by the total number of parking spaces, and multiplied by the number of public parking spaces.

i. Any above ground structured parking shall be screened by occupiable building space, and/or architecturally integrated with the neighboring context in accordance with the design recommendations of the Old Town Scottsdale Urban Design and Architectural Guidelines.

- l. Bonus public parking is ineligible for any other parking credit, benefit or waiver.

DRAFT

**SCOTTSDALE CITY COUNCIL
WORK STUDY SESSION MINUTES
TUESDAY, FEBRUARY 11, 2020**



**CITY HALL KIVA
3939 N. DRINKWATER BOULEVARD
SCOTTSDALE, AZ 85251**

CALL TO ORDER

Mayor W.J. "Jim" Lane called to order a Work Study Session of the Scottsdale City Council at 4:08 P.M. on Tuesday, February 11, 2020, in the City Hall Kiva.

ROLL CALL

Present: Mayor W.J. "Jim" Lane
Vice Mayor Kathleen S. Littlefield
Councilmembers Suzanne Klapp, Virginia Korte, Linda Milhaven,
Guy Phillips, and Solange Whitehead

Also Present: City Manager Jim Thompson, City Attorney Sherry Scott,
City Treasurer Jeff Nichols, City Auditor Sharron Walker, and
City Clerk Carolyn Jagger

MAYOR'S REPORT – None

PUBLIC COMMENT

- Alex McLaren commended staff for their work on the Bond 2019 projects and the downtown parking presentation overview.
- Bob Pejman, Rosemary Preisel, French Thompson, and Don Edwards commented on parking in Downtown.

1. Bond 2019

Request: Presentation, discussion, and possible direction to staff regarding the implementation of Bond 2019.

Presenter(s): Dave Lipinski, City Engineer

Staff Contact(s): Dave Lipinski, City Engineer, 480-312-2641, dlipinski@scottsdaleaz.gov

NOTE: MINUTES OF CITY COUNCIL MEETINGS AND WORK STUDY SESSIONS ARE PREPARED IN ACCORDANCE WITH THE PROVISIONS OF ARIZONA REVISED STATUTES. THESE MINUTES ARE INTENDED TO BE AN ACCURATE REFLECTION OF ACTION TAKEN AND DIRECTION GIVEN BY THE CITY COUNCIL AND ARE NOT VERBATIM TRANSCRIPTS. DIGITAL RECORDINGS AND CLOSED CAPTION TRANSCRIPTS OF SCOTTSDALE CITY COUNCIL MEETINGS ARE AVAILABLE ONLINE AND ARE ON FILE IN THE CITY CLERK'S OFFICE.

City Engineer Dave Lipinski gave a PowerPoint presentation (attached) on the Bond 2019 projects.

There was consensus to move Project 62 (*Build a Bridge on Thompson Peak Parkway Bridge Over Reata Pass Wash to Improve Safety*) up on the priority list.

Councilmembers suggested the following:

- Accelerate the priority for Project 13 (*Expand Granite Reef Senior Center to Meet Demand for Adult Day Care Center*).
- Review components involved and move up those projects that are the most beneficial to tourism events, including the 2023 Super Bowl, for Project 1 (*Replace Aging Infrastructure and Improve Public and Event Spaces on Civic Center Plaza*).
- Accelerate the priority for Project 21 (*Expand Via Linda Senior Center to Meet Demand for Senior Services*).

2. Old Town Scottsdale Parking

Request: Presentation, discussion, and possible direction to staff regarding parking in Old Town Scottsdale.

Presenter(s): Randy Grant, Planning and Development Services Director

Staff Contact(s): Randy Grant, Planning and Development Services Director, 480-312-2664, rgrant@scottsdaleaz.gov

Planning and Development Services Director Randy Grant gave a PowerPoint presentation (attached) on downtown parking.

There was consensus to:

- Perform a parking study to obtain an up-to-date analysis and data on parking space utilization during different times and days, impact of transportation trends, projected residential needs, and identification of future parking needs.
- Review the in-lieu parking program.
- Enhance wayfinding solutions to identify available parking, including upgraded apps, additional signage, and painting roadways.

Councilmembers suggested the following:

- Amend parking requirements in the Zoning Ordinance to include consideration of designated guest parking for multi-family developments and hotels.
- Amend parking requirements in the Zoning Ordinance to include consideration of designated employee parking at hotels.
- Form strategic partnerships with private sector.
- Research ingress of employees into the Downtown area and its impact and suggest solutions for merchants.
- Install identifying signage at locations used for Uber and Lyft ride-sharing services.
- Increase use of 2 to 3-hour parking limit.
- Investigate potential for a paid parking component in City-owned facilities during special events.
- Provide signage on parking garages and reconfigure trolley stops at the parking garages.

MAYOR AND COUNCIL ITEMS – None

ADJOURNMENT

The Work Study Session adjourned at 6:29 P.M.

SUBMITTED BY:

A handwritten signature in blue ink, appearing to read "Carolyn Jagger", written over a horizontal line.

Carolyn Jagger
City Clerk

Officially approved by the City Council on March 3, 2020

OLD TOWN PARKING

Scottsdale City Council Study Session

February 11, 2020

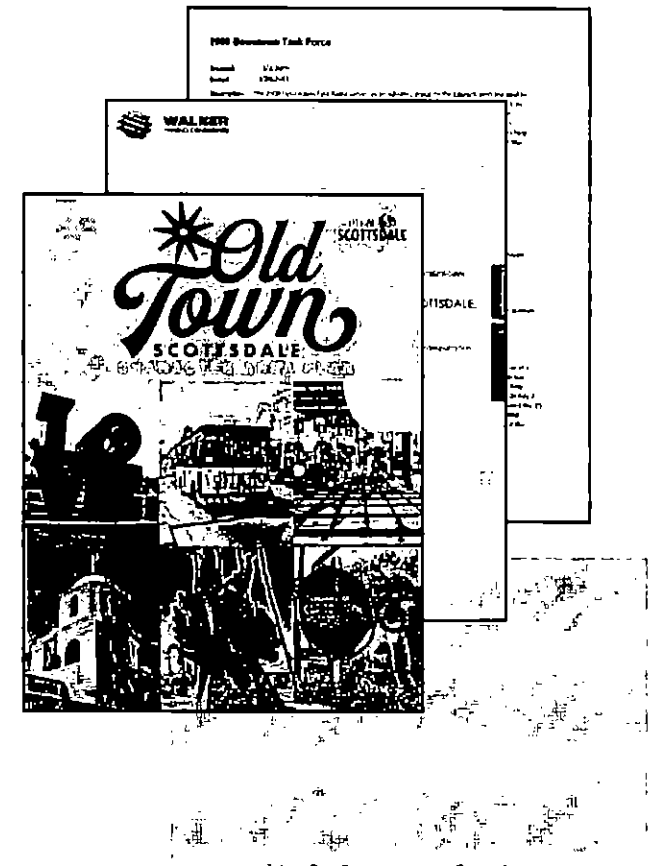
Old Town Parking

Policies that have guided parking management in Old Town:

- a. Presumption of maintaining free parking in downtown
- b. Allow options for small lot owners to reinvest without making parking a “deal-killer”
- c. Bring more people to downtown to support businesses
- d. Promote efficient use of parking
- e. Provide adequate public parking within an acceptable walking distance
- f. Acknowledge parking needs in downtown and anticipate future needs, neither excessively under-parking nor over-parking
- g. Accommodate special events/circumstances (Spring Training, Canal Convergence, Artwalk) that may cause parking shortages in some areas

Building on Past Plans/Studies

1. Downtown Plan Adopted – 1984
2. Downtown Zoning Ordinance - 1985
3. IBI Group Study – 1988
4. Blue Ribbon Committee on Future of Downtown –1999
5. Downtown Task Force – 2001
6. Downtown Scottsdale Development Program – 2001
7. Walker Consultant Study - 2003
8. Downtown Task Forces – 2009, 2011
9. Walker Parking Study – 2015
10. Downtown Plan Update - 2018



Old Town Parking Components

1. Historical Perspective

- Improvement District Parking Lots
- Public Parking Lots
- On-street Parking
- On-lot Parking
- P-2/P-3 Parking Credits
- In-lieu Parking Spaces
- Downtown Overlay

Old Town Parking Components

2. Parking, Pedestrians, and Old Town

3. Current Conditions

- Parking Requirements for Downtown
- Parking Data

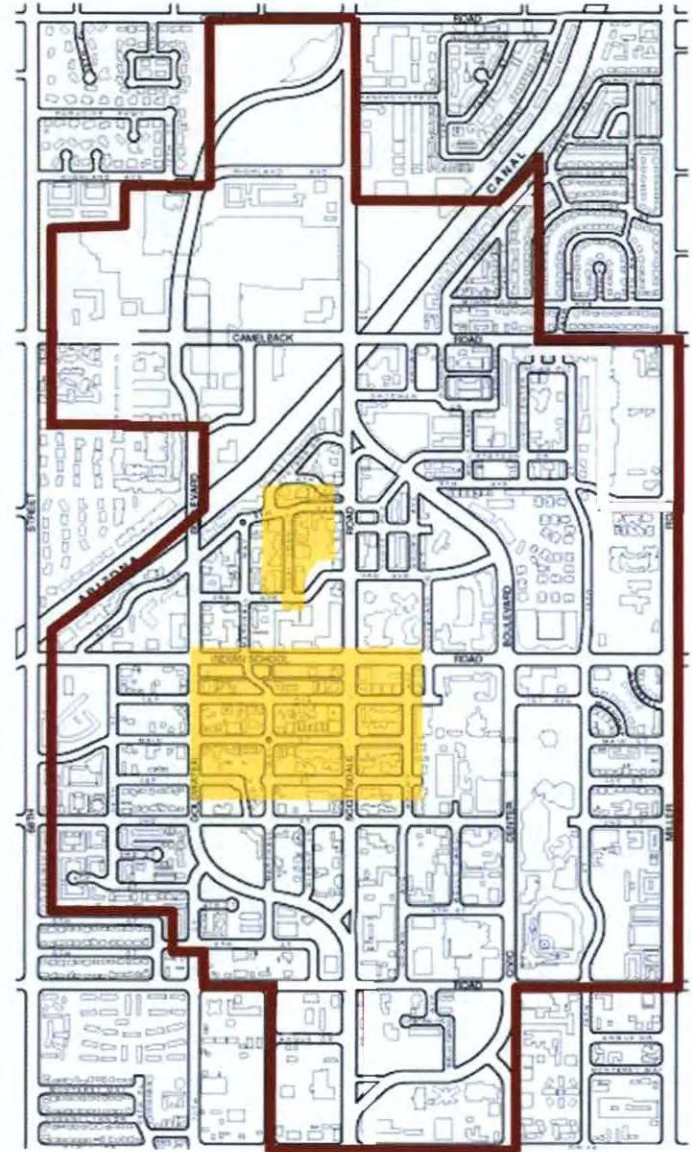
4. Planning for the Future

- Parking Trends
- Potential Enhancements

HISTORICAL PERSPECTIVE

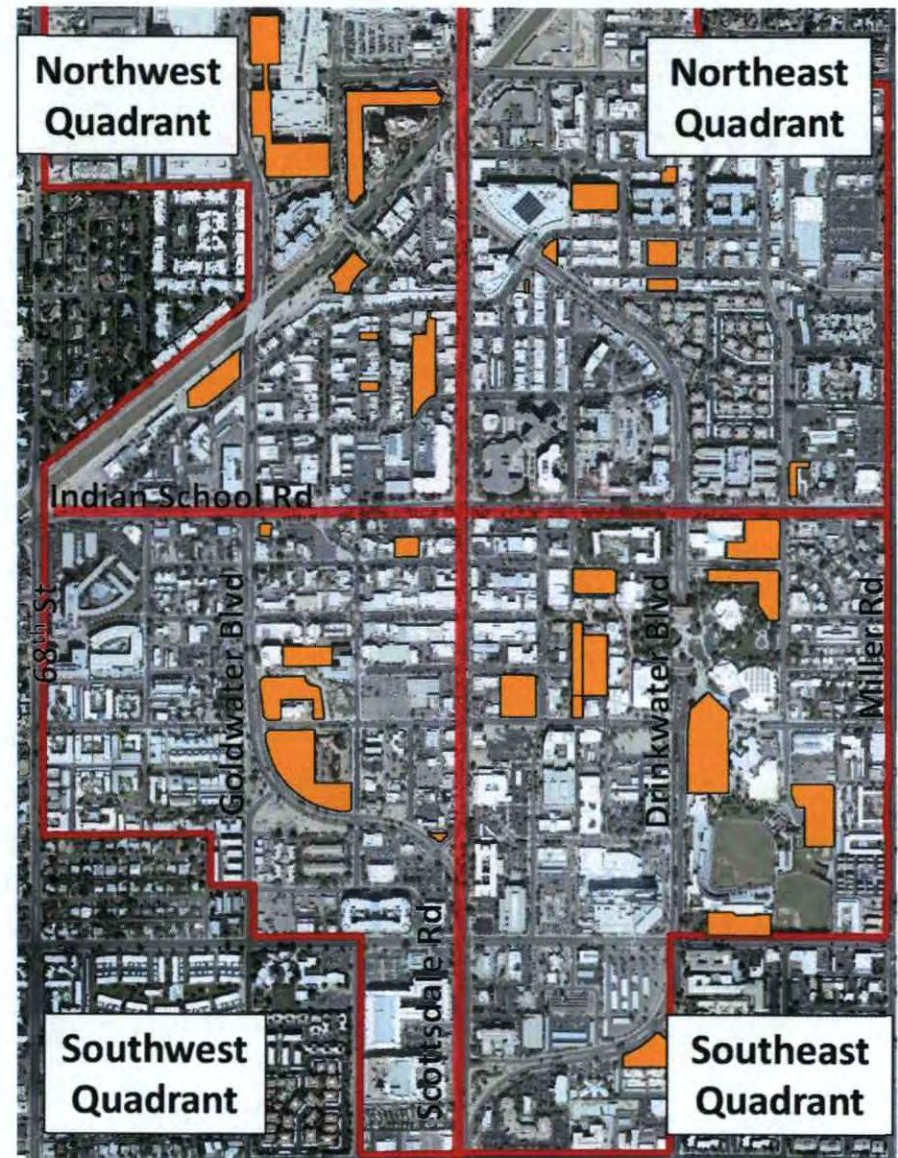
Improvement District Parking Lots

1. Improvement Districts were created in the 60's and 70's as a way for property owners to meet parking requirements through shared parking lots.
2. Owners of ID lot credits have paid for those credits and they are conveyed with the property.
3. Primary Improvement Districts were:
 - a) 5th Ave./Craftsman Court area (349)
 - b) West Main/Civic Center area (1,211)



Public Parking Lots and Structures

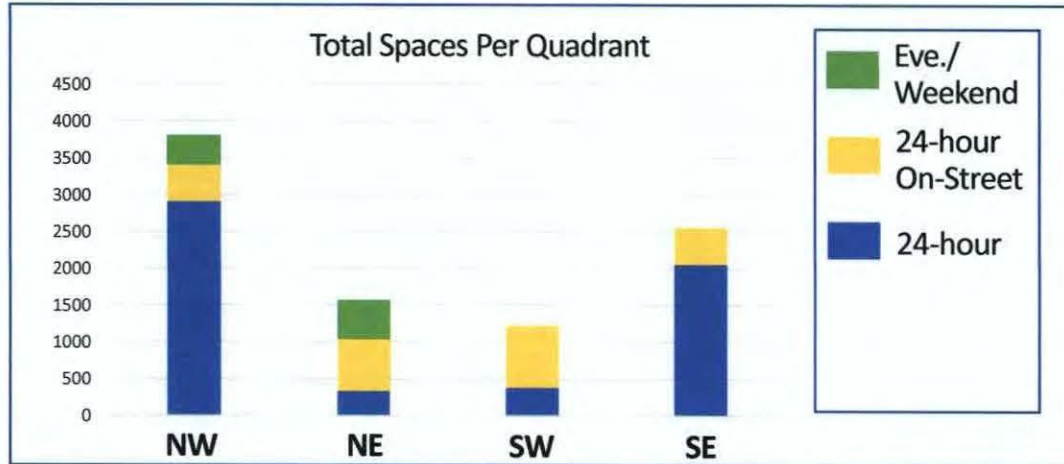
There are over 30 parking lots and structures distributed throughout downtown that provide more than 6,600 public parking spaces for Old Town.



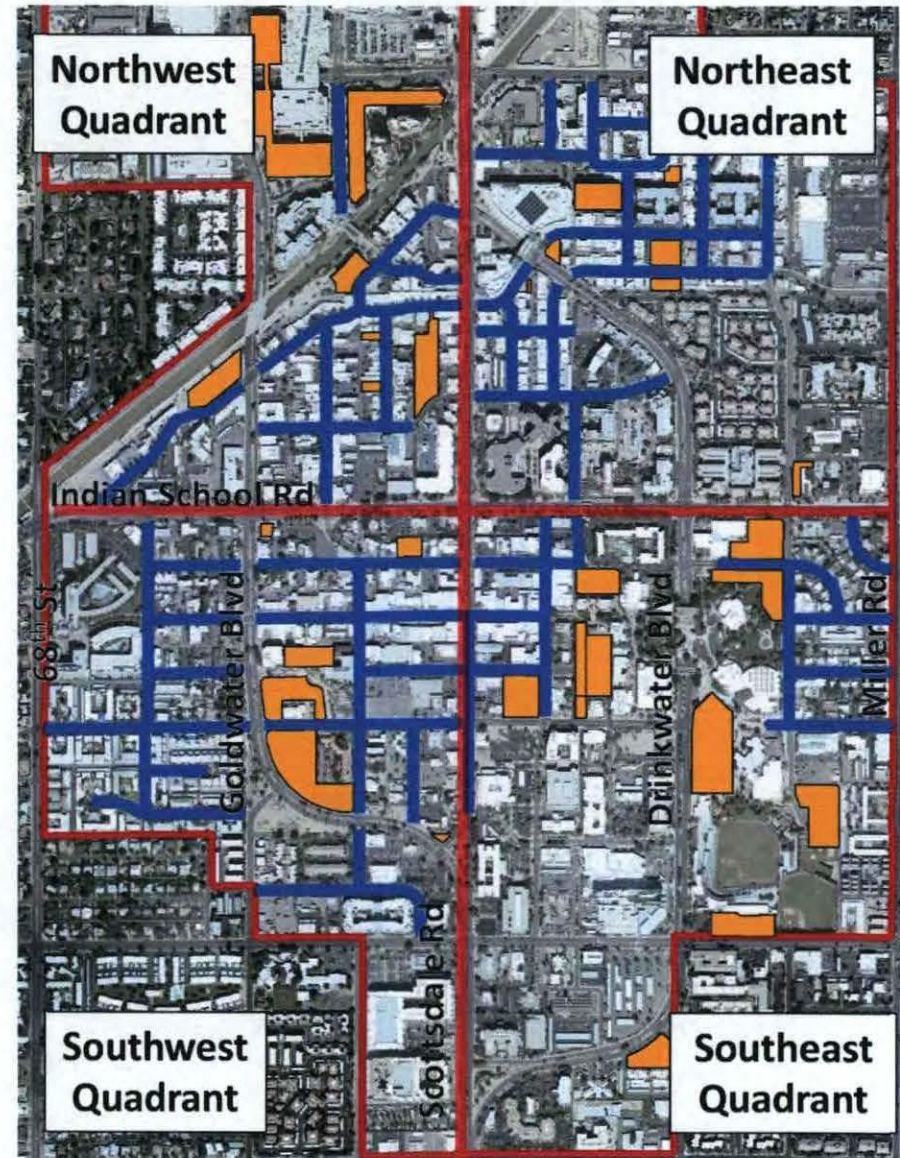
On-Street Parking

1. The “original” downtown parking
2. Prior to 2005, on-street parking was counted toward meeting the adjacent property owner’s required parking
3. In 2005 the ordinance was changed to not allow that credit, reflecting that on-street parking is public parking
4. Today there are more than 2,361 on-street public spaces located throughout downtown

Public Lots, Structures, and On-street Spaces

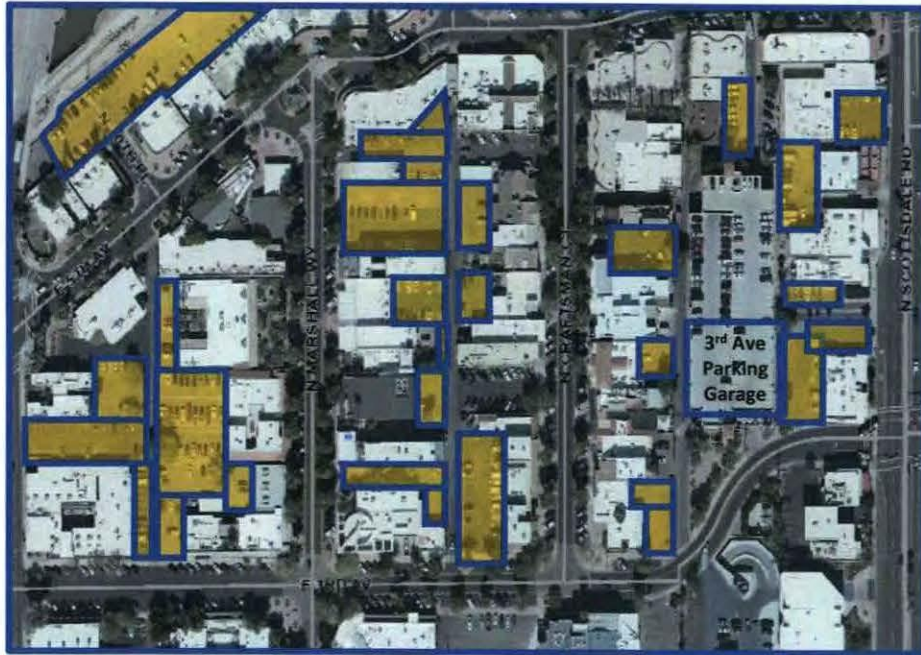


Northwest Quadrant	Northeast Quadrant	Southwest Quadrant	Southeast Quadrant
24-hour Spaces = 2,924	24-hour Spaces = 294	24-hour Spaces = 425	24-hour Spaces = 2,049
Eve./Weekend Spaces = 414	Eve./Weekend Spaces = 502	Eve./Weekend Spaces = 0	Eve./Weekend Spaces = 0
On-street Spaces = 473	On-street Spaces = 809	On-street Spaces = 775	On-street Spaces = 511
Total Spaces = 3,811	Total Spaces = 1,605	Total Spaces = 1,200	Total Spaces = 2,560



On-Lot Parking

Many lots have parking spaces on the property or along an alley



3rd/5th Ave area

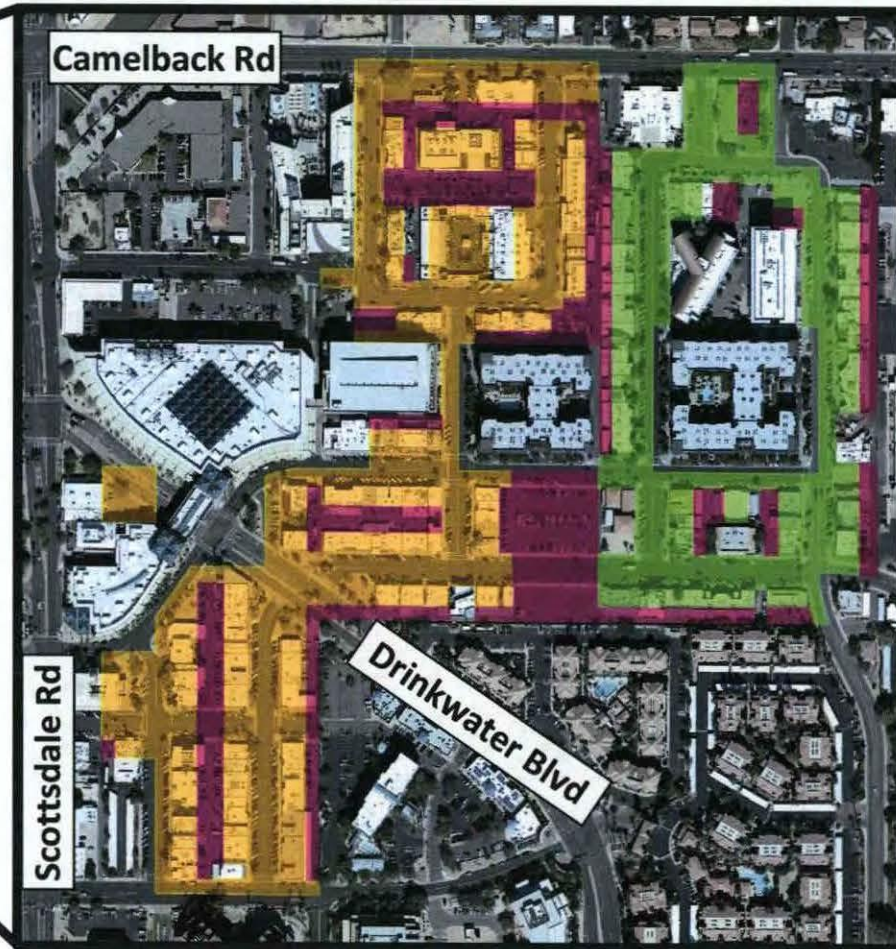
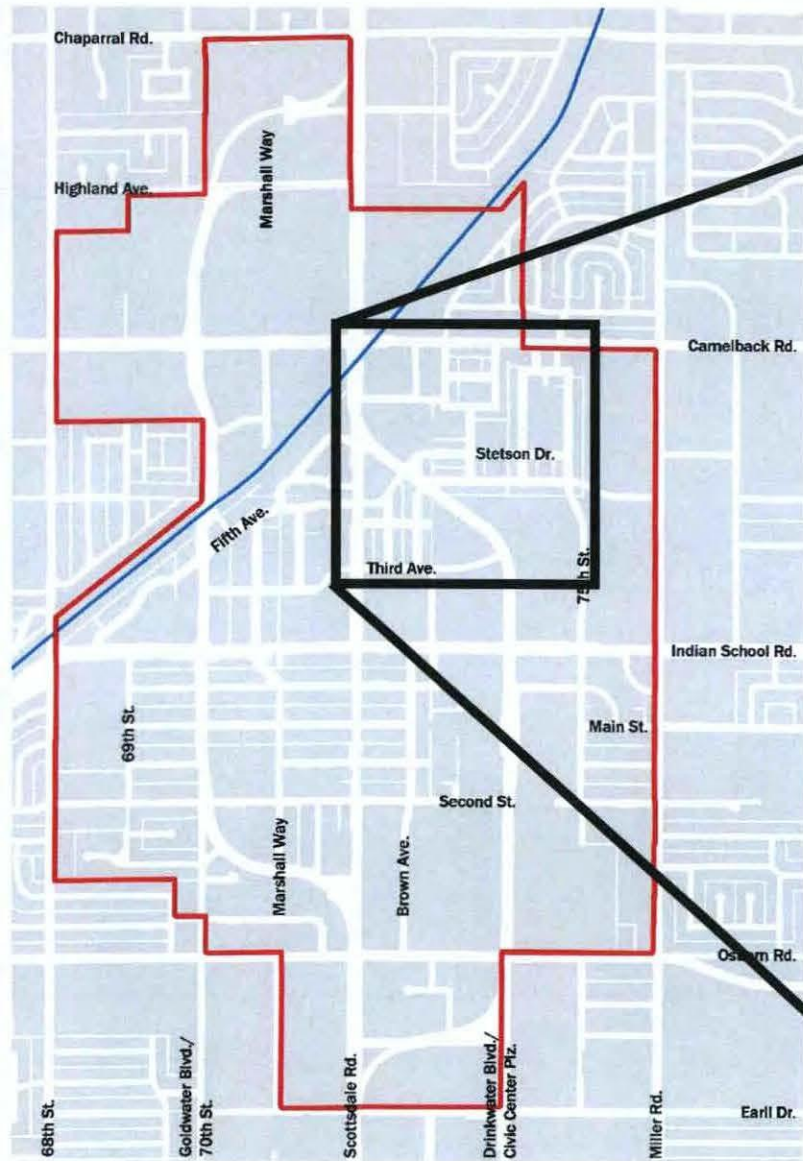


West Main/Old Main area

P-2/P-3 Parking Credits

1. P-3 zoning was created in 1972 and allocates credits to some lot owners
2. Presumed surface lots and on-street parking in the area provided sufficient parking
3. Is limited to specific areas of downtown, no new P-3 credits are being created
4. The number of P-3 lot credits has been reduced over time through rezoning to the “D” downtown district

P-2/P-3 Parking Credits



- C-2/P-3 DO
- C-3/P-3 DO
- P-2 DO

Total - Approximately 1,580 credits

In-Lieu Parking

1. Many cities use in-lieu parking as a parking option
2. Initiated in 1985 to allow reinvestment on properties that couldn't provide parking on-site
3. Initial cost of each space (\$7,500) was based on cost of providing surface parking
4. Limited available land has reduced opportunities for additional surface parking
5. Cost has increased with inflation, currently is \$13,800/space
 - a) Actual cost is closer to \$45,000/space (structured)
 - b) Payment options – purchase, lease, nighttime only

In-Lieu Parking

6. 496 in-lieu spaces have been permanently credited since 1986
7. From 1985 through 2019 - \$2,913,281 was generated
 - a) Currently \$308,719 available in fund
8. In-lieu funds have been used to provide new parking
 - a) Approximately 855 spaces have been constructed using in-lieu funds

Public Parking Added Since 1990

1. Waterfront Garage	300 spaces
2. 3 rd Ave/Craftsman Garage	222 spaces
3. Old Town Corral Garage	136 spaces
4. Galleria	127 spaces
5. Southbridge	264 spaces
6. Nordstrom's	2,200 spaces
Total =	<u>3,249 new spaces</u>

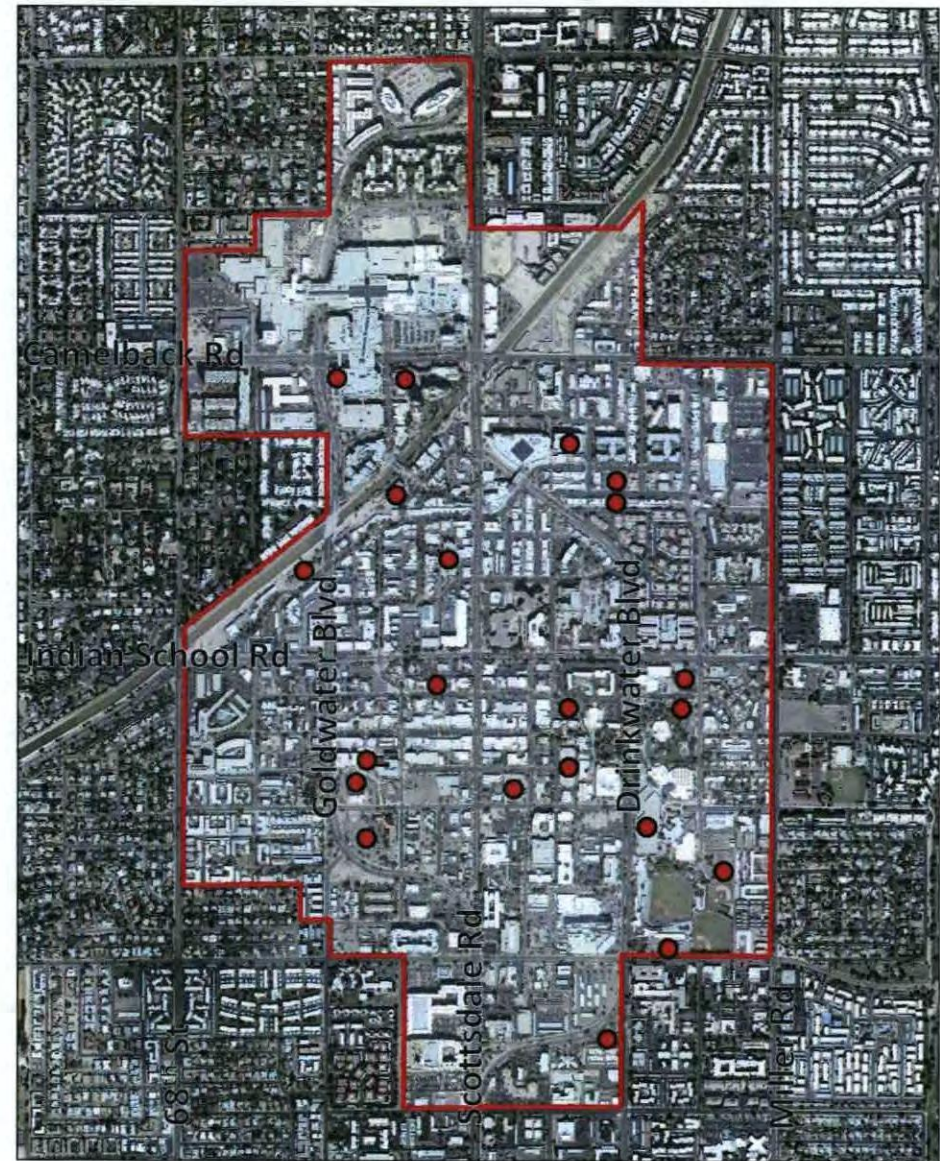
Downtown Overlay

1. Was designed to stimulate revitalization (adopted in 2003)
2. Allowed the addition of up to 2,000 square feet of residential (4 units max.), retail, restaurant, or office use without additional parking required
3. Simplified the process of determining parking required for existing properties
4. Applies to additions to existing lots, not to lot assemblages

PARKING, PEDESTRIANS, AND OLD TOWN

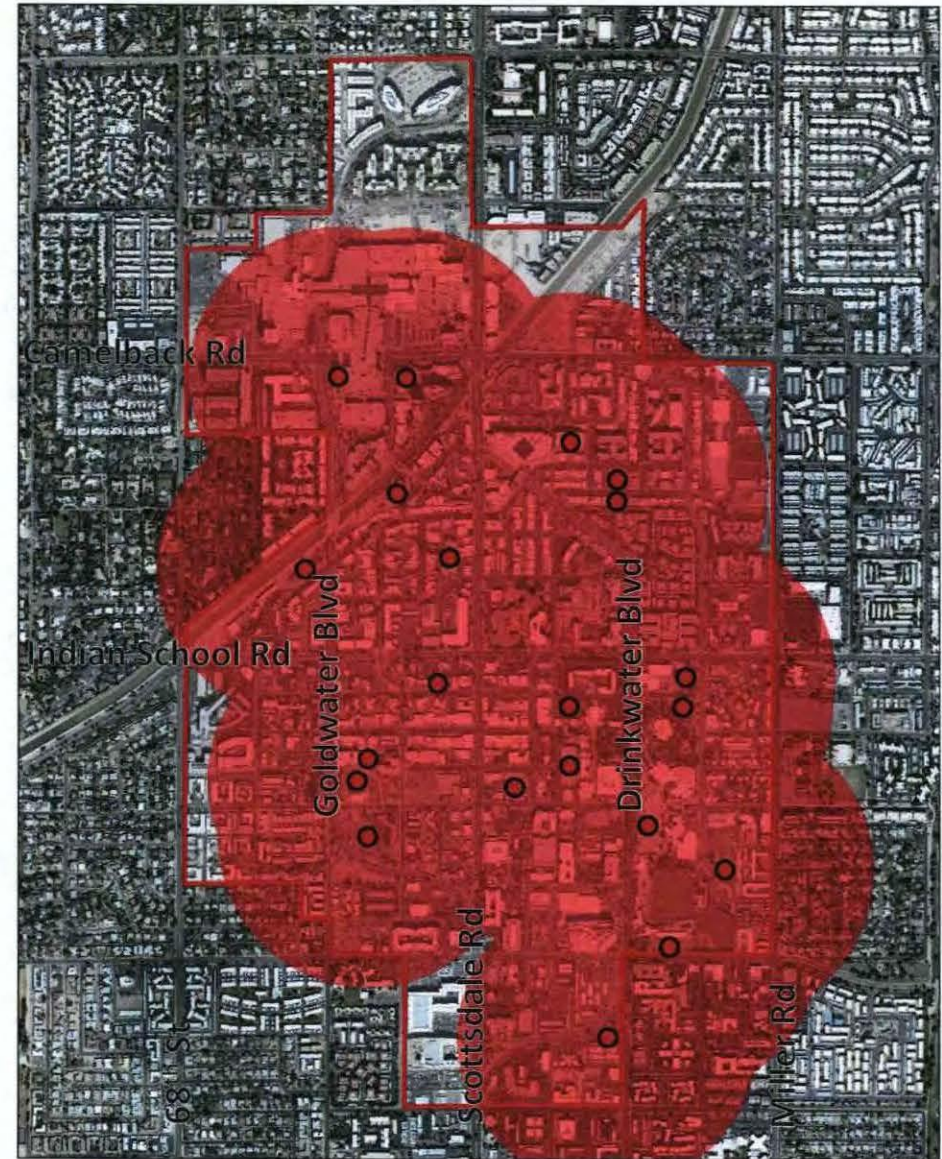
Public Parking - Walkability

The red dots on the map indicate public parking lots or structures in Old Town



Public Parking - Walkability

The distance from the east end of the Scottsdale Mall to the Brown Ave entrance is 1,320 feet (6 min. walk).

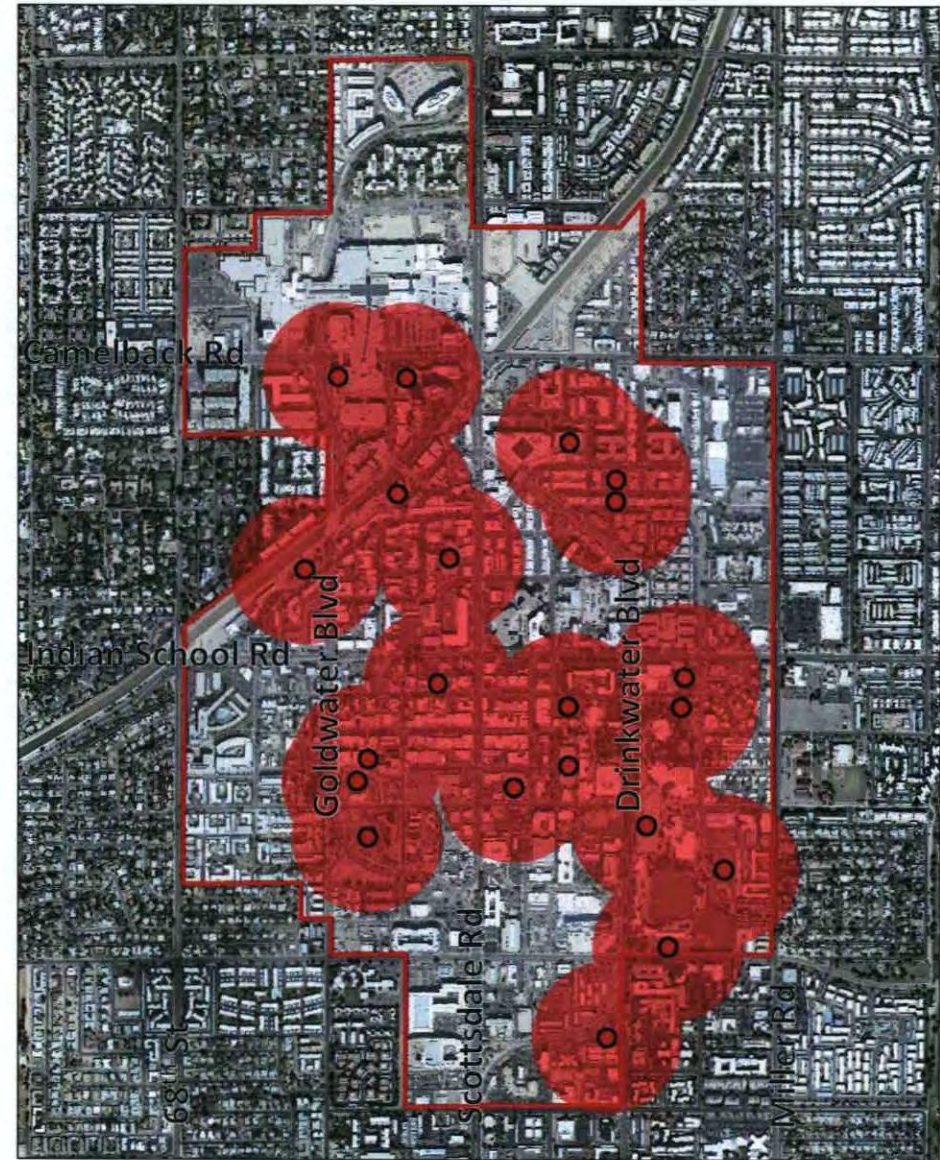


Public Parking - Walkability

660 feet is $\frac{1}{8}$ th of a mile, or one block – the distance from the front door of City Hall to the main entrance to the Center for the Performing Arts (3 min walk).



The red area to the right indicates a radius of 660 feet from public parking lots and structures in Old Town.



By implementing the Downtown Design Guidelines,
including....

- A continuous pedestrian experience
- Covered walkways
- Street furniture
- Shade
- Inviting spaces
- Wide sidewalks
- Art and visual interest

....660 feet is very walkable.



Parking in Old Town

With 6,611 public spaces in parking structures and on public parking lots, and 2,361 on-street parking spaces, there are 8,972 public parking spaces in Old Town.

In addition, there are 9,066 parking spaces in private parking lots within Old Town. Although not always available to the public, these spaces offset the parking demand for employees and patrons for many businesses and offices in Old Town.

In total, there are 18,038 parking spaces serving Old Town.



Walker Study - 2015

The overall supply of parking in Old Town is adequate.

Parking is not perfectly distributed, with more public parking provided in the Northwest and Southeast quadrants.

The Northeast quadrant is the most unevenly balanced.

CURRENT CONDITIONS

Parking Overview



West Main District
January 31, 2020 1:45 pm



Parking Requirements

1. Ratios for different land uses established in earliest Scottsdale zoning ordinance
 - a. Typically expressed as “1 space per XXX square feet” or “XX spaces per dwelling unit”
2. Parking is based on averages – not an exact science
 - a. A trendy, popular restaurant requires more parking than others
 - b. Office parking demand can vary by office type
3. Required parking intended to accommodate all users

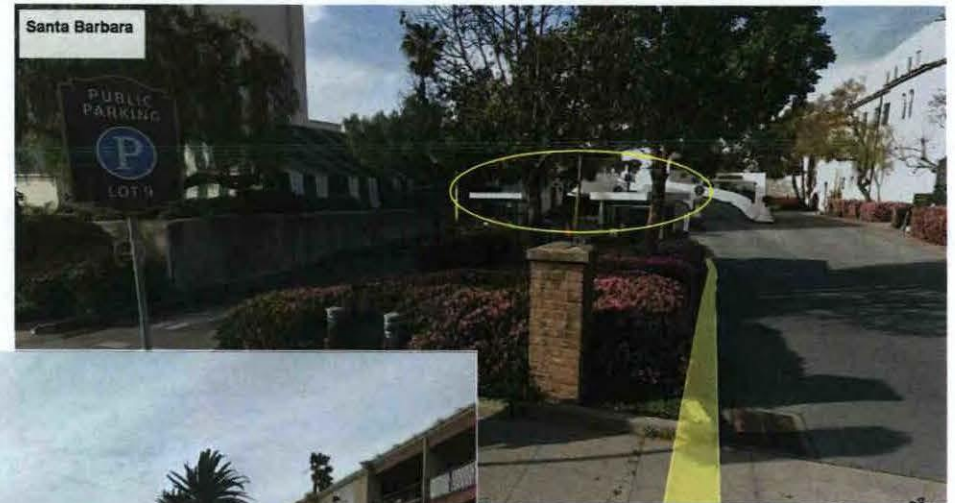
Parking Requirements Cont'd

4. Mixed-use/time of use reductions allowed when demonstrated
 - a. Combinations of day and nighttime uses in a development or area can improve efficiency
 - b. Parking can be shared between uses
5. Reductions allowed through parking master plan
 - a. Intended to promote efficiency and sustainability
 - b. Zoning Administrator may approve reduction up to 20%
 - c. City Council may approve reductions beyond 20%

Parking Management

1. Shortage of parking often relates to convenience, not availability
2. Management of parking can affect efficiency
 - a. Leasing out parking to one use can make it unavailable to other uses
 - b. Signage can help identify where parking is located
 - c. Private parking can be a factor in providing off-peak parking
 - d. On-street parking can be managed by time limitations
3. Technology can help identify available parking
4. Sharing parking between public and private uses is more efficient

Nearly all major cities use metered parking to generate revenue and manage parking



Scottsdale has consistently chosen not to follow that model

Parking Requirements – Valley Comparison

1. All Valley cities have different parking requirements for downtown and non-downtown areas
2. Phoenix, Peoria, and Surprise don't have minimum parking requirements in downtown
3. Avondale and Gilbert can reduce parking requirements in downtown by up to 50% if proven to be adequate
4. Chandler, Glendale, Mesa and Tempe have discretion to establish parking requirements in mixed use developments

Parking Requirements – Valley Comparison

6. All Valley cities have a lower parking requirement for hotels than Scottsdale
7. Chandler and Gilbert have a higher parking requirement for “call centers” than for other “office” uses
8. All have similar requirements for retail uses
9. Most require guest parking for multifamily projects
10. Gilbert and Glendale have the same requirement for multifamily as Scottsdale. Others are higher.

Trends in Parking

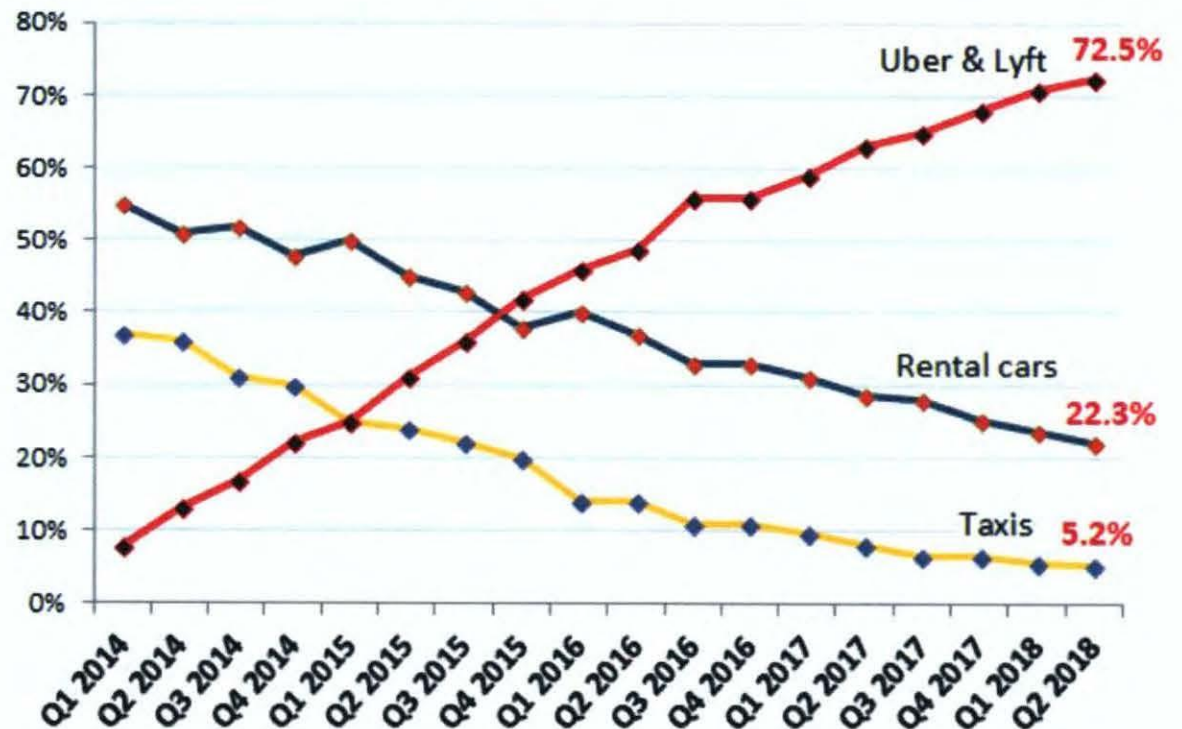
1. Increase in use of ride-sharing (Uber/Lyft) services
2. Autonomous vehicles will change parking patterns
3. Changes in transportation preferences
4. More intense office uses/call centers
5. Changes in shopping patterns
6. Some cities are eliminating parking minimums

Increasing Use of Ride Sharing (Uber, Lyft)

Ride sharing now constitutes 72.5% of ground transportation, compared to rental cars (22.3%) and taxis (5.2%)

At Sky Harbor airport, ride sharing rose from 19,943 in June of 2016 to 186,946 in January of 2019, an increase of 837%.

Uber & Lyft Crush Taxis and Rental Cars
% of Ground Transportation Travel Reimbursements



Source of data: Certify

WOLFSTREET.com

Variation in Vehicle Ownership Rates

1. Old Town Condos	1.28
2. Peaceful Valley single family	1.39
3. Old Town single family	1.68
4. McDowell and Miller area	1.75
5. Desert Mountain	2.0
6. Paradise Valley	2.24

Trends in Hotel Parking

1. Scottsdale's requirement exceeds all 13 benchmark cities by at least 25%
2. Cities with no minimum parking requirements for downtown hotels - Santa Monica, Boulder, Austin, Nashville, Portland, Fayetteville
3. ACE Hotel Data – 0.6 spaces/room meets Saturday peak demand 98.75% of the time
4. Experience Scottsdale survey – 44% of guests park at the hotel, 89% only need one space per 2 or 3 rooms
5. Two downtown Scottsdale hotel examples (data collected March, 2018 on Spring Training game days) – peak demand = 0.44 to 0.59 spaces per room

Trends in Residential Parking

1. Institute of Transportation Engineers – ITE
 - a) ITE – 5th Edition parking generation is 17.7% less than that in the 4th Edition, published 9 years earlier
 - b) Scottsdale's requirement for residential is 19.8% higher than the 5th Edition of the ITE
2. Luxury residential management providing vehicle use as a convenience
3. Carsharing increasing in popularity
4. Apartment leasing at 95% (highest in valley), little indication that parking is deterring lease rates or occupancy rates (highest in valley)

Old Town Parking – Planning for Tomorrow

1. We shouldn't plan for tomorrow using only yesterday's assumptions and technology
2. Whether we accept trends in parking demand or not, change will occur
3. We should plan with an emphasis on flexibility and should have the willingness and ability to adapt to changing conditions
 - a) Design parking structures that can be converted to other uses in the future
 - b) Promote innovation in meeting tomorrow's parking needs
 - c) Utilize public/private partnerships to supplement public parking
4. Balance costs with community expectations

Enhancements to Consider

1. Modify In-Lieu Program
2. Amend parking requirements in Zoning Ordinance
3. Enhance wayfinding to available parking
4. Form strategic partnerships with private sector

Enhancements to Consider

5. Management of parking

- a) Increase use of 2-3 hour parking limit
- b) Temporary parking for special events
- c) Use of valet, Uber/Lyft or alternatives to meet peak demand for events
- d) Paid vs. free parking

6. Data Collection

7. Build more public parking

OLD TOWN PARKING

END OF PRESENTATION

We, the undersigned business owners and/or residents of the City of Scottsdale petition the City of Scottsdale to update the existing Downtown Overlay 'Parking Requirements' Ordinance per Paragraph 1 below; and address our other requests listed herein:

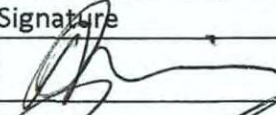
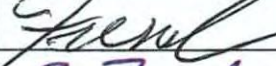

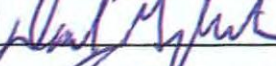






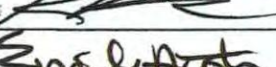
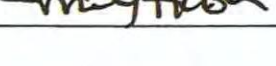
PETITION

- Update the Downtown Overlay *Parking Requirements* specifically with the following requirements:
 - Mixed use and multi-family dwellings must require 1.5 onsite parking spaces for one bedroom; 2 spaces for two bedrooms and 1 space for each additional bedroom.
 - Guest Parking must be required at the rate of 1 onsite space per every 4 residential units. Public street parking must be excluded from the count for *Guest Parking*.
 - Hotel/Lodging facilities' site plan must include additional parking for employees based on shifts when the greatest number of employees is on duty.
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 - Hotel/Lodging facilities that include dining/bar areas must include additional parking at the same rate of the city's current dining/bar parking requirements.
 - Hotel facilities that include assembly areas (conference room) must include additional parking at the rate of 1 space per 50 sq feet of assembly area per current ordinance.
 - Office buildings must require 5 onsite parking spaces per each 1000 square feet of gross floor area.
- Modify the permanent in-lieu parking program to require the expenditure of the funds to be used for only the physical construction of parking spaces, and no other purposes.
- Release the *Historic* and *In-Lieu* parking credits sold per area, and the history of the expenditure of funds to public and for council discussion.
- Add to Ordinance: Any designated *Public Parking* area in a "Private/Public" garage shall be dedicated for use by public, and shall remain open and free at all times.
- In the Arts District, add one full lower level and one upper level of parking to the city's existing 1st Ave lot, and add at least one full lower level to the Stagebrush parking lot. In Historic Old Town add at least one full level to the existing Farmer's Market parking lot.

Date	Printed Name	Signature	Address (Business Name, Street Address)
10/28/19	John Rao	[Signature]	4247 N. Marshall Way, Scottsdale
10/29/19	MICHAEL SIMONSON	[Signature]	7121 5 TH AVE., SCOTTSDALE
10/29/19	Dorey D. Schade	[Signature]	7051 E. Fifth Avenue, Scottsdale, AZ 85251
10/30/19	Jane Wilson	[Signature]	6990 E MAIN STREET SCOTTSDALE AZ 85251
10/30	Cookie Cepalos	[Signature]	4251 N. BROWN AVE #9 SCOTTSDALE AZ 85251
10/30	Kristi Weldon	[Signature]	4251 N. BROWN AVE #2 Scottsdale AZ 85251
11/04/19	Daniel Spino	[Signature]	4200 Brown Ave Scottsdale AZ 85251
11/6/19	Gary Roman	[Signature]	4251 N. Brown Ave Scottsdale AZ 85251
11-9-19	Neil Schodens	[Signature]	4251 N. Winfield Scott Scottsdale AZ. 85251
11-9-19	David Dodge	[Signature]	Cookie 4251 N Brown Ave Scottsdale 85251
11/9/19	Greg Fitch	[Signature]	Gilgins 4251 N Winfield Scott Para Scott. 85251
11-12-19	Joyce Floyd	[Signature]	4604 N. 65 TH ST Scottsdale, AZ 85251

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Date	Printed Name	Signature	Address (Business Name, Street Address)
10/19/19	BOB PEJMAN		Pejman Gallery LLC. 7130 E. Main St. Scottsdale, AZ 85251
10/19/19	French Thompson		French Designer Jeweler, 7148 E Main St, Scottsdale, AZ 85251
10/19/19	Bryce Fretter		Komarov Jewelry 7137 E Main St, AZ 85251
10/21/19	DARIO GUGLIEMO		MAINVIEW GALLERY 7120 E. MAIN ST AZ 85251
10/26/19	Dustin Gallagher		Marshall Gallery 7106 E Main AZ 85251
10-27-19	Jim Klein		J Klein Gallery 7136 E Main St. 85251
10-31-19	Mark Pabst		The Charles Pabst Gallery, LLC 7177 E. Main St. 85251
11/1/19	Keith Johnson		West USA 7904 E. Chaparral Rd. A110-298 Scottsdale 85258
11/12/19	Scott Lasser		Lasser Gallery 3705 N Bishop Ln, 85251
11/13/19	Garyt Anne		4906 N. Green Ave, 85251
11/13/19	R.L. Whitman		P.O. BOX 1832, Scottsdale AZ 85255
11/14/19	Emily Austin		9389 East Carrine Drive Scottsdale, AZ 85260

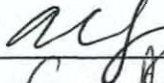
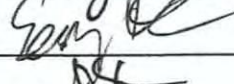

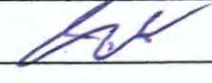
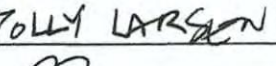
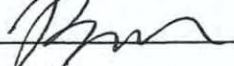
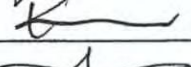
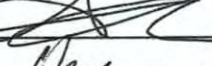

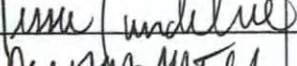

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Date	Printed Name	Signature	Address (Business Name, Street Address)
11/25	MARIAN HALLER	<i>Marian Haller</i>	FOURTH FOUR 7105 E 1ST AVE, SCOTTSDALE, AZ, 85251
11/25	Shasta Keltz	<i>Shasta Keltz</i>	Bicycle Haus 7113 E 1st Ave, Scottsdale, AZ 85251
11/25	CASSIDY CRIST	<i>Cassidy Crist</i>	Kaleidoscope Juice 7119 E First Ave, Scottsdale, AZ 85251
11-25	Ken Jacoby	<i>Ken Jacoby</i>	1000 N. Scottsdale RD. GRIMALDI'S Pizzeria
11-25	DARIUS STEEN	<i>Darius Steen</i>	4020 N Scottsdales RD Haagen-Dazs
11-25	Channing Pambor	<i>Channing Pambor</i>	WATERFORD HALL BAR 7116 E 1st Ave #102
11/25	MORENO CHERO	<i>Moreno Chero</i>	WISOMAN'S Cafe 4015 N. Marshall Way
11/25	SAM KRENNITZ	<i>Sam Krenn</i>	4235 N Marshall Way 85251 Alexandra Blue
11/25	Kate Doorn	<i>Kate Doorn</i>	4225 N. Marshall Way, 85251 Dermalogica
11/25	CAROLACHAN	<i>Carolachan</i>	4201 N. Marshall Way, 85251 Circa Lighting
11/25	Satinee Prince	<i>Satinee Prince</i>	7080 E 5th Avenue, 85251
11/25	MYRIAN ZITLER	<i>Myrian Zihler</i>	Carine 7090 E 5th AV Scottsdale

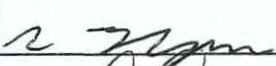
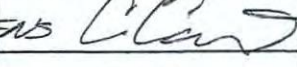

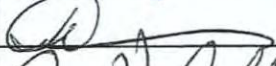
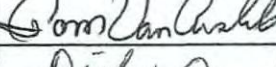
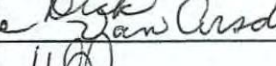
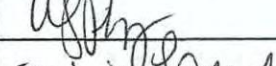

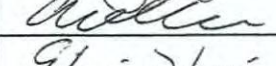
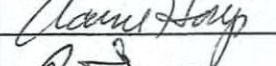

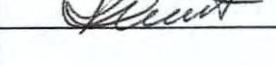
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Date	Printed Name	Signature	Address (Business Name, Street Address)
11/11	MAX SILITH		Art One Gallery, Inc. 4130 N. Marshall way Art One Gallery
11/11	Sam Parnsworth		4142 N Marshall way, Scottsdale, Arizona, WildeMeyer Gallery
11/11	J. HENDERSON		" Carlson Creek Wine Tasting
	Sam		
11/11	Eddy Becard		4121 W. Marshall way Los Sombreros
	POLLY LARSEN		3705 N. BISHOP LANE EATSEN GALLERY
11/16	Brenda Anjino		7135 1 st E Ave Balance
11/16	Ben Nguyen		7125 1 st AVE Savale
11/16	Nelia Chavira		7141 E 1 st Ave Fashion
11/16	Bogelio Cruz		7001 E 1 st Ave Americas taco shop
11/25	Frisa (undelaria) Jume (undelaria)		7029 E. 1 st Ave SOCIETY UNION society
11/25	Ryan Smith		3944 N. Marshall way #103 Schaffer's Bridal

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11/7/19	Noah Glyn		METHOD ART - 4151 N MARSHALL WAY #3
11-12-19	CYNTHIA CARSTEN		CARSTEN'S FINE ART - 7077 E. MAIN STR #5
11/12/19	NICOLE ROYSE		ROYSE Contemporary 7077 E Main Street Ste. #6
11/12	Ingrid Donaldson		Blink Gallery 7077 East Main #11 & 12 85251
11/12	Tom Van Arsdale		Van Arsdale Arts 7077 E Main St #13
11/12	Dick Van Arsdale		" " " "
11/14	Wendy Prigge		Wine Diva Wendy 4425 N 78th St #139B 85251
11/15	JOLYNN GUSTAFSON		OTE 7050 E. 5th Ave Scottsdale AZ 85251
11/16	Amelia Miholca		7411 E. Cambridge Ave. Scottsdale. AZ 85257
11/16	Elaine Horejs		Xanadu Gallery 7039 E Main #101 Scottsdale, AZ 85251
11/16	ROBERT JUNE		Dennis June Gallery 7050 E. Main St #2 Scottsdale AZ 85251
11/16	KATHI OUELLET		RIVER TRADING Post 7033 E Main St #102 Scotts AZ 85257

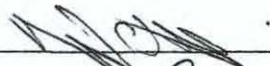


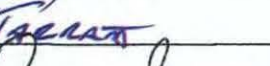
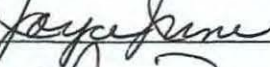


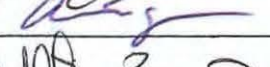
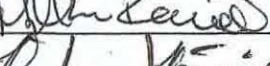
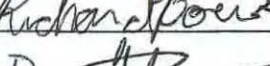
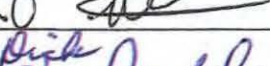

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11-6	John Gleason	John Gleason	RAI 7077 E Main St. #116 Scottsdale AZ 85251
11-6	Paul Eubanks	Paul Eubanks	PAUL SCOTT GALLERY #103 E MAIN ST SCOTTSDALE AZ 85251
11-6-19	KAY EUBANKS	Kay Eubanks	7103 E Main St Scottsdale, AZ 85251
11/6/19	Bruce Frotheim	Bruce Frotheim	Romanov Fine Jewelry 7137 E. Main St Scottsdale, AZ 85251
11/6/19	Marina Solak	Marina Solak	MARINA JEWELERS 7143 E Main St 85251
11/6/19	M. P. Hays	M. P. Hays	ARIZONA WEST 7119 E MAIN ST Scottsdale AZ 85251-4315
11-7-19	MANA CAPI	MANA CAPI	7904 E Chappell Ave 85250 Scottsdale, AZ
11-14-19	Nancy Voorhees	Nancy Voorhees	12530 N. 100th Way Scottsdale, AZ 85255
11/14/19	Howard Myers	Howard Myers	6631 E. Horned Owl Tr. Scottsdale, AZ 85266
11/14/19	Dewey Schade	Dewey Schade	7567 E. Cactus Wren Road Scottsdale, AZ 85250
11/14/19	MICHAEL SIMONSON	Michael Simonson	7451 E. BERYL AVE, SCOTTSDALE, AZ. 85258

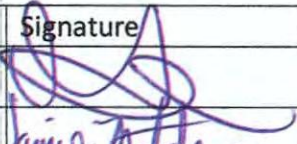
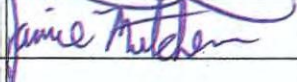
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Date	Printed Name	Signature	Address (Business Name, Street Address)
10/28	Angel Barrett		Makes on Main St. Scottsdale, Az 85251
10/30	J. Stapley		Andoe Korn Fine art 7034 E. MAIN ST Scottsdale
10/30	Audrey Deans		7038 E Main St Scottsdale, Az 85251
10/30	Marko. Janas		7038 E Main St ACTAMIRA
10/30	Joyce JUNE		7056 E. Main St. Dennis Fine Gallery
10/30	Amery Bohling		7100 E Main St Ste A. Amery Bohling Fine Art
11/5	Brent Graef		Hotel Valley Ho 6850 E Main St. Scottsdale, AZ
11/6	Alanna Taylor		The Standard Apartments 6811 E. Main St Scottsdale, AZ 85251
11/6	MATT RAMERO		Prestige Cleaners 3908 Goldwater Blvd.
11/6	RICHARD BOIVIN		BEST LIL' FRAME SHOP 7001 EAST MAIN ST
11/6	Rachael HODYNO		Scottsdale Wealth Planning 7033 E Main St 104
11/6	Dick Van Arsdale Tom Van Arsdale		6028 E. Calle Tuberia, Scottsdale, Az 85251

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11/13/19	Angie Muly		4251 N. BROWN AVE SCOTTSDALE 85251
11-13-19	Jamie Mitchem		4251 N. Brown Ave Scottsdale 85257

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9-15-19	MUSTAFA EVANS	[Signature]	7213 E Main St.
	MUSTAFA EVANS	[Signature]	7211 E. Main St.
9/19	CARROLL HUNTRESS	[Signature]	4005 N. SCOTTSDALE RD
9/19	Malvash Zohiri	[Signature]	3911 N. Scottsdale Rd.
9/19	Hanna Brown	[Signature]	3903 N. Scottsdale Rd
9-19	Lynn Allison	[Signature]	7217 E 1st Street Scottsdale
9/16/19	Scott Wick	[Signature]	7246 E. 1 st St. Scottsdale
	Chase Spencer	[Signature]	3902 N Brown
	Alex Mirada	[Signature]	3902 N Brown Ave Scottsdale

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	Mary D MPM	Mary D MPM	7229 E. Main St. Scottsdale AZ
9/15/19	Abeer Saleh	Abeer Saleh	7212 E. Main St. Scottsdale, AZ 85251
	Rosann Song	Rosann Song	3933 N. Brown Ave. Scottsdale AZ 85251
9/15	Ozzie Ross	Ozzie Ross	7254 E. Main St Scottsdale AZ 85251
9/15/19	Maryam Entezari	M. Entezari	7240 E. Main St. #B1 Scottsdale, AZ 85251
9/15/19	Rasha Akhavan	Rasha Akhavan	7237 E. Main St Scott AZ 85251
	Liz Green	Liz Green	7233 E. Main St. Scott AZ 85251
	Roger Williams	Roger Williams	7216 E. Main " " "
	CDarzadel	CDarzadel	7223 E. Main St " "
	Mirza Rana	Mirza Rana	7223 E. Main St " "
	Charbel Bawlos	Charbel Bawlos	7219 E. Main St " "
9-15-19	Mustafa ElABN	Mustafa ElABN	7232 E. Main St -

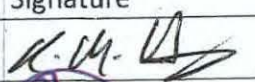
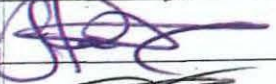

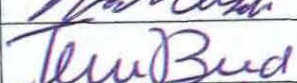
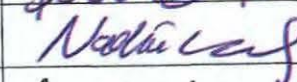

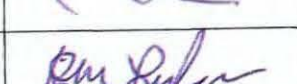
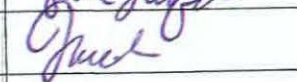


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8-30-19	ATKINSON MARYANN	M. Atkinson	3953-3957-3961 N Brown Ave
9-9-19	Joan Andrews	[Signature]	4017 N. Scottsdale Rd # 103
9/9/19	Mike Edwards	[Signature]	4000 N. Scottsdale Rd.
9/9/19	Steve Rongelly	[Signature]	4000 N. Scottsdale Rd # 101 + 102
9/9/19	Kathy [unclear]	[Signature]	7238 E Main St, Scotts Az 85251
7/9/19	Mike Murray	[Signature]	7240 E. main st., Scottsdale, AZ, 85250
9/9/19	Shadi Souger	[Signature]	7240 E. Main St. Scottsdale, AZ 85251
9-9-19	Maria Daisio Silva	[Signature]	7240 E. Main St. Scottsdale, AZ 85251
9/9/19	Sarah McLaughlin	[Signature]	7245 E Main St Scottsdale, AZ 85251
9/9/19	W.D. PITCHER	[Signature]	7320 E SCOTT MAIL
9/13	Anne Traynor	Anne Traynor	7232 E. Main St Scottsdale Az 85251
9/13	Lesli Engelman	L. Engelman	7232 E. Main St Scottsdale Az 85251

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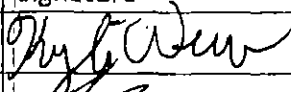

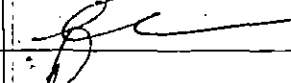

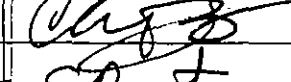
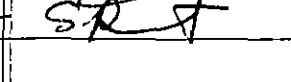
Date	Printed Name	Signature	Address (Business Name, Street Address)
9/24	Kelly Hagj		old Town Trading / Jewels of the West 4009 N. Brown Ave Scottsdale, AZ 85251
10/01	Jenn Patterson		Brandys Wig Outlet 7316 E. 1st Ave. Scottsdale, 85251
10.01	Eugene Pate		Merchandise of Scottsdale 3965 N. Brown Ave Scottsdale
10/01	Nick ARDIN		SILVER STAR JEWELRY 7257 E 1st AVE, SCOTTSDALE, AZ 85251
10/01	Jenni Bump		Cactus Hut 7249 E 1st Ave. Scottsdale AZ 85251
10.1.	Nadia Shariff		Grey Wolf 7239 E First Avenue Scottsdale 85251
10/1	Autumn Chapman		Henna Sheppe 7235 E First Avenue, Scottsdale AZ 85251
10/1	CRaborn		South Western Repeat
10/1	Ronnie Lafors		Hulis 7213 E. 1st Ave Scottsdale AZ 85251
10/1	Jake Owen		Gien Agaves 7228 E 1st Ave Scottsdale AZ 85257

6

KEN @ BURGER BRAT HOUSE MUNDAY AT 9AM

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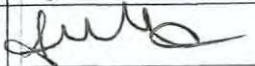

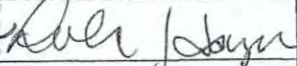
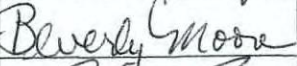
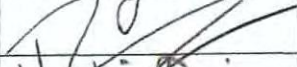

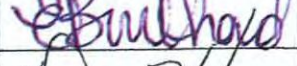
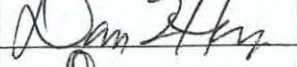

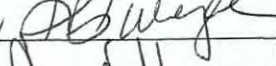
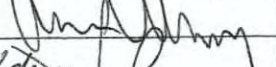
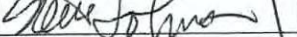
Date	Printed Name	Signature	Address (Business Name, Street Address)
10-11	Kylie Weinzierl		3617 N. Goldwater Blvd Sip Coffee & Beer
10-11	Nick Steen		3608 N. Goldwater Blvd Goldwater
10-11	James K. M. M.		3748 Scottsdale Rd. Scottsdale
10-11	Paul Uy		3828 N. Scottsdale Buca Di Beppo
10-11	CHAO BLAKE		3622 N. SCOTTSDALE RD. SCOTTSDALE BRAT HOUSE
10/11	SHARLA BRAMMER		7237 EAST 1 st AVE SCOTTSDALE AZ 85251

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6


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- ★ 2. Modify the permanent in-lieu parking program to require the expenditure of the funds to be used for only the physical construction of parking spaces, and no other purposes.
3. Release the *Historic* and *In-Lieu* parking credits sold per area, and the history of the expenditure of funds to public and for council discussion.
4. Add to Ordinance: Any designated *Public Parking* area in a "Private/Public" garage shall be dedicated for use by public, and shall remain open and free at all times.
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Date	Printed Name	Signature	Address (Business Name, Street Address)
10/16	Amber Young		THE HERB BOX 7501 E 5 th Ave
10/16	Marion Houghton		TeaTime 7051 E. 5 th Ave Suite C Scottsdale
	Alan Davis		7079 E 5 th Ave
10/16	Beverly Moore		7083 E. 5 th Ave
10/16	John Dorian		7111 E 5 th Ave
10/16	NADINE PLIES		7121 E 5 th AVE Scottsdale
10/17	Erin Burkhard		6939 E. 5 th Ave Scottsdale, AZ 85251
10/17	DAN L HENRY		6941-5 th AVE SCOTTSDALE, AZ 85251 DAN'S FRAME & ART
10/17	Natalie Songco		6943 E 5 th AVE SCOTTSDALE AZ 85251
10/17	Kathleen A. Purgess		6945 E 5 th Ave Scottsdale AZ 85251
10/17	Avoy Wlinsky		4160 CHARTSMAN Cj RD
10/17	Steve Johnson		4242 N° CHARTSMAN Ct

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Date	Printed Name	Signature	Address (Business Name, Street Address)
10/18/19	MARK SABA		SABA BROTHERS RENTALS MALIBU ADDRESS
			2182 E TONTO PLACE CHANDLER AZ 85249
			7254 E MAIN ST SCOTTSDALE 85251 BUILDING ADDRESS
			3665 N. BROWN SCOTTSDALE 85251 BUILDING ADDRESS

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[illegible]

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[illegible]

Smith, Erica

From: Webmaster
Sent: Tuesday, February 11, 2020 3:29 PM
To: Smith, Erica
Subject: Comment on 02-11-2020 Agenda Item (response #20)

Comment on 02-11-2020 Agenda Item (response #20)

Survey Information

Site:	ScottsdaleAZ.gov
Page Title:	Comment on 02-11-2020 Agenda Item
URL:	https://www.scottsdaleaz.gov/council/meeting-information/agenda-comments/02-11-2020
Submission Time/Date:	2/11/2020 3:27:42 PM

Survey Response

AGENDA ITEM	
Which agenda item are you commenting on?	Old Town Scottsdale Parking
COMMENT	
Comment:	<p>"From 2012 to 2019, the number of registered vehicles in the U.S. decreased by more than 27.3 million." Looking at actual numbers, the need for parking is becoming less and less. Cities like Copenhagen, Amsterdam, and Utrecht have shown that walkable, pedestrian focused cities are a boon for health, businesses, and tourism. Parking only encourages more parking, which amplifies congestion issues, pollution, and money for maintenance. From an equity standpoint, if you do not own a car, what makes you think the city even cares about you. Huge garages are given to automobiles that come at a great social cost, however there are no secure spaces to park your bike. Tempe uses bike valet as well as the bike cellar as another great amenity to secure your bike and even take a shower prior to going to work. As a resident, I need to see at least a token gesture that the council cares about my well-being by encouraging alternative forms of transportation instead of wasting money on a dying form of mobility that causes 1.25 million deaths per year and 40,000 deaths in just the United States. Has any of the council members ridden the Indian</p>

	<p>School Road bike lane after a meeting at night towards the 101? Has anybody that signed the petition done it? If not, maybe try it one time and then think about where we should allocate our money. Indian School Road isn't your freeway to the office, it's how I get to old town from my house on my bike instead of using my truck, adding to congestion, parking issues, and environmental problems. Fix Indian School for bicyclists/micro-mobility, and suddenly you have a pipeline of people able to access old town from the greenbelt without a car.</p>
<p>Comments are limited to 8,000 characters and may be cut and pasted from another source.</p>	
<p>NAME</p>	
<p>Name:</p>	<p>Jesse Westad</p>
<p>CONTACT INFORMATION</p>	
<p>Please provide the following information so someone may follow up with you if they have questions about your comment (optional).</p>	
<p>Email:</p>	<p>jesse@werkurbandesign.com</p>
<p>Phone:</p>	<p>(520) 249-7234</p>
<p>Address:</p>	<p>8347 E MacKenzie Dr, Scottsdale 85251</p>
<p>Example: 3939 N. Drinkwater Blvd, Scottsdale 85251</p>	